

A photograph of three people standing in a large industrial building, likely a ferry terminal. On the left is a man with short grey hair wearing a blue and white striped button-down shirt and light-colored trousers. In the center is an older man with a grey beard wearing a yellow button-down shirt and grey trousers. On the right is a woman with blonde hair wearing a grey sleeveless dress with a large silver belt buckle. They are all smiling at the camera. The background shows the structural steel beams and corrugated metal roof of the building, with bright light coming from an opening in the distance.

incat

2017-2018

KatExpress 3
A LOOK INSIDE

Incater Delivery Program
2017-2018

TEN FERRIES
FOR SYDNEY HARBOUR

Wave Piercing Power

High speed engines for high speed ferries



Marine Engines & Systems Power Plants Turbomachinery After Sales

MAN Diesel & Turbo is the world's leading designer and manufacturer of two-stroke and four-stroke diesel engines – with an extensive product portfolio that includes engines ideal for high speed ferry applications. Our eco-friendly and cost-effective solutions rely exclusively on state-of-the-art design, robust and reliable components. With space and weight at a premium, our high power-to-weight ratios and compact design features make MAN Diesel & Turbo engines the first choice for high speed ferry operators across the globe. Find out more at www.mandieselturbo.com

Engineering the Future – since 1758.

MAN Diesel & Turbo



Chairman's Message

THE PAST YEAR HAS BEEN AN EXCITING PERIOD WITH SIGNIFICANT CHANGES AT INCAT. WE ARE BUILDING QUITE DIVERSE VESSELS, FROM THE SMALLER 35 METRE COMMUTER FERRIES TO OPERATE ON SYDNEY HARBOUR, TO LARGE OCEAN-GOING VEHICLE PASSENGER WAVEPIERCERS FOR EUROPE.

The new Sydney Ferries are being constructed to resemble the operator's historic fleet, quite a contrast to the large Mols Linien and Virtu Ferries Ro-Ro ferries.

Regardless of size, exterior or interior finish all Incat ships are built with our team's dedication to ensuring performance and reliability are key; the Incat reputation for safety, speed, reliability, efficiency and ride is important to us.

The Incat workforce more than doubled over the past year and our experienced long term staffers have been busy mentoring the newer team members. We've set up new offices within the shipyard structure and relocated administration staff closer to the production team; its never easy moving "house" but the benefits of being closer to the action are already being seen. Revolution Design has also relocated and there are more moves to follow during 2017, so if any of our readers need office space in Tasmania we'll have plenty available to rent!

It's not just Incat in growth phase again, it's exciting to see the global ferry industry more buoyant, and with the new environmental regulations in effect our team are happy to talk to customers whether seeking high speed, or a more economical lower speed fuel saving operation. Incat's engineering focus has long been on maximising efficiency and fuel economy regardless of the speed required for a particular route.

We trust that you enjoy this yearbook and the glimpse of what we are building right now and where we've come from.

Wherever you are in the world it's likely there's an Incat built ship not too far away, so I hope you will have the opportunity to travel on an Incat vessel during 2017.



Robert Clifford
Chairman



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2017-2018 DELIVERY PROGRAM ▶▶▶



082
35m
Transport NSW



088
109m
Mols Linien



083
35m
Transport NSW



084
35m
Transport NSW

INCAT 2017-2018

2017 is shaping up to be yet another busy year for Incat, and with contracts taking us through to the end of 2018, the order book has never looked better.

From humble beginnings Incat has become a world leader in fast ferry construction and has survived the ups and downs of the ship building industry and the vagaries of world economics.

In this yearbook, we are telling the story of what is to come, but also what has already been. We take a month by month sneak peek at the vessels under construction, and take a look back at the history which has shaped Incat into the world class company it is today.



085

35m

Transport NSW



086

35m

Transport NSW



087

35m

Transport NSW



2018 ▶▶▶

089

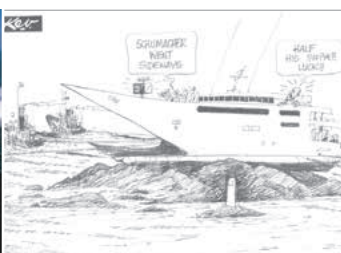
110m

Virtu Ferries

FROM THE INCAT ARCHIVES ▶▶▶



1942 ▶▶▶



2018 ▶▶▶

2017

JAN / FEB / MARCH ►►►



Ocean Wave (079) & Ocean Tracker (078)

Ten Incat Ferries for SYDNEY HARBOUR

Manly Fast Ferry were first to order four ferries for their Sydney Harbour routes. Two 24m and two 33m ferries have been delivered and began their service in early 2016. These ferries are sleek in design and cater to both commuters and tourists for whale watching activities.

Incat then successfully tendered for an order of six 35m ferries for Transport NSW, the first of which has been delivered in late 2016.

The exterior design reflects the Sydney 'First Fleet' vessels, and each has capacity for 400 passengers. The following five will be successively delivered during 2017, bringing Incat's representation on Sydney Harbour to ten.



Catherine Hamlin (082)



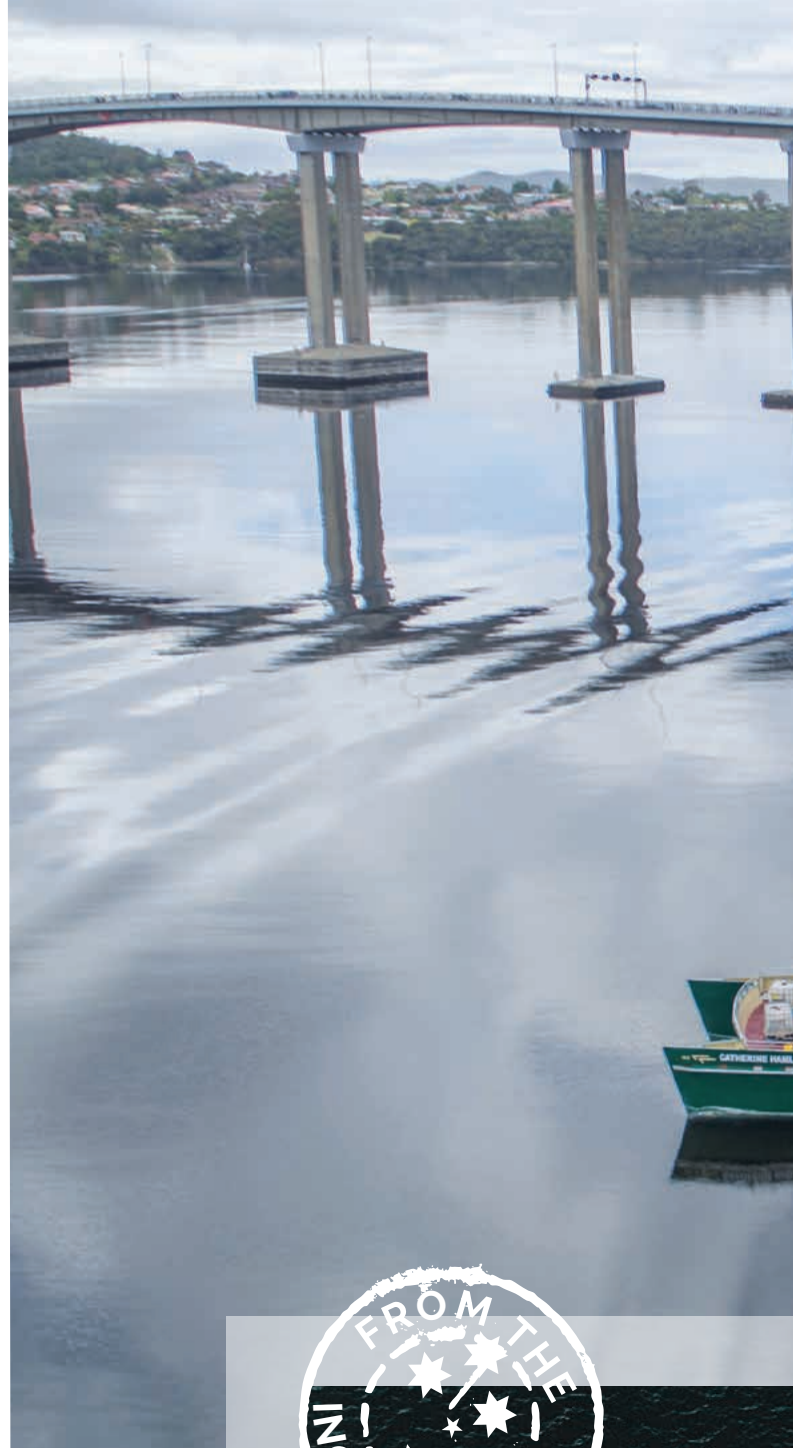
Hull 082

Catherine Hamlin (082)

PERFECT CONDITIONS FOR TRIALS ON THE DERWENT

Catherine Hamlin (082), the first of the new fleet, was delivered to Sydney in late 2016. She completed sea trials on the Derwent River in Hobart, reaching over 25 knots which is in excess of the contract service speed.

The new Sydney 'Inner Harbour' vessels are immediately identifiable with the heritage green and cream superstructure reminiscent of the 'First Fleet' class of Sydney Ferries. Although the exterior of the ferries designed by Revolution Design Pty Ltd and built by Incat Tasmania has them looking rather like newer versions of the older ferries in the fleet, inside is a different story, with the interiors packed with the latest technology available to add to the passengers' on-board experience.





Catherine Hamlin (082)



1990 JAN

Delivery of Hoverspeed
Great Britain (025)



1977 FEB

Robert Clifford *Jeremiah Ryan* (001)



2000 MAR

Queen Elizabeth 11 visits Incat



The delivery team with Incat Chairman Robert Clifford at the helm

Incat expertise delivers FOR TRANSPORT NSW



A significant feature of these vessels is their full compliance with the New South Wales 'Disability Standards for Accessible Public Transport' (DSAPT) legislation, the first public transport vehicle (boat, train or bus) to achieve this. It provides for doorways and doors, manoeuvring areas, ramps, toilets, handrails and grab-rails, stairs, tactile surface indicators, hearing augmentation, furniture and fitments. This compliance will give greater access and mobility for the broader travelling public.

Some of the features are not immediately apparent, such as the hearing augmentation loops installed to assist those with electronic hearing aids to hear all vessel announcements, the clear visual markings for walkways and stairs for those with compromised sight, the tactile markers on hand rails and floors, the stairs to the upper deck both from the main cabin and also from the side deck onto the foredeck. The bridge windows provide uninterrupted vision for safe transit.



THE WORLD'S LARGEST OPERATOR OF INCAT VESSELS

Mols-Linien



Mols-Linien IS A DANISH SHIPPING COMPANY THAT OPERATES FAST FERRY SERVICES BETWEEN JUTLAND AND THE ISLAND OF ZEALAND IN DENMARK AND IS THE WORLD'S LARGEST OPERATOR OF INCAT VESSELS BY GROSS TONNAGE.



Incat hull 067, *KatExpress 2* (067) has been in service since 2013 on the 39 nautical mile Danish domestic route between Aarhus and Odden alongside her Incat built sister ship, *KatExpress 1* (066) which entered service in 2012. The two vessels operate at 37-38 knots with fast 20-30 minute turnarounds. Each vessel operates eight crossings per day and travels up to 109,000 nautical miles per year!

This will be increased in 2017 with the arrival of *KatExpress 3* (088), currently under construction. *Max Mols* (048), an Incat 91 metre, delivered in 1998, operates on the Ebeltoft to Odden route with between 4 and 8 sailings per day.

The Mols Linien vision is about efficiency and best practice in every aspect of their operation, both on-board and onshore. The collaborative efforts of Mols Linien and Incat specialists on *KatExpress 1, 2* and now *3*, have challenged conventional operating wisdom to deliver not only an unrivalled passenger experience but a profitable high speed ferry operation in challenging economic times.

Mols Linien have taken the initiative to design and install a dual tier linkspan which ensures full load turnarounds can be achieved in only 28 minutes. They offer a minimum check-in time for cars of arrival at the port 5 minutes prior to departure.





Mols Linien
Port Infrastructure,
Odden, Denmark



Hull 088

KatExpress 3 (088)

Incat hull number 088, *KatExpress 3*, will be an upgraded version of near sister-ship vessels *KatExpress 1* (hull 066) and *KatExpress 2* (067). The new fast ferry can take up to 1000 tonnes of cargo, equivalent to up to 1,000 passengers and 417 cars. Due for completion in March 2017, she will carry passengers, trucks, campervans, motorcycles and bicycles between Jutland and Zealand in Denmark.



1982 JAN

Robert & Kim Clifford launch *Little Devil* (013)



1992 FEB

Launch of *Patricia Olivia* (024)



1990 MAR

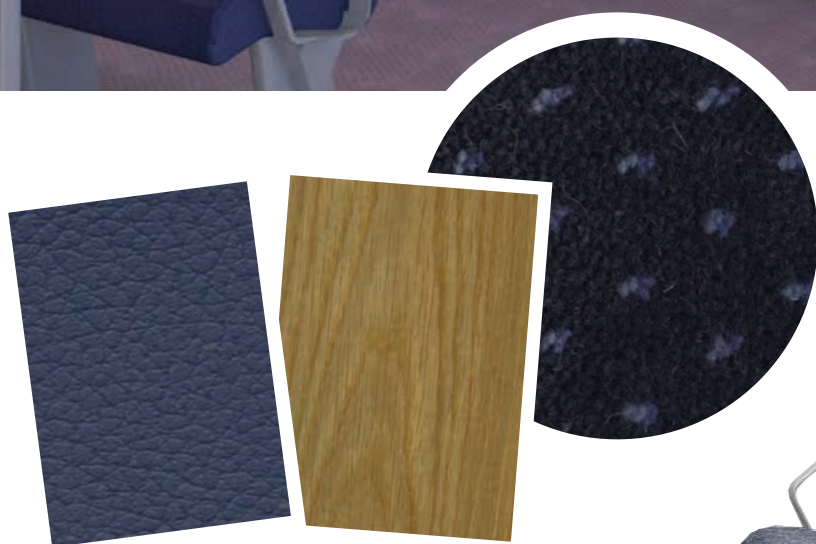
Robert Clifford with *Hoverspeed Great Britain* (025)



Interior Baresso™ lounge bar, KatExpress 2 (067)



Artist's impression



KatExpress 3 (088) boasts a modern, high quality yet functional dual class interior that maximises comfort and on board revenue. Notable features include a business class with luxury leather seating and panoramic views, a bistro restaurant, a large Baresso™ lounge bar, two TV lounges, a quiet lounge, a children's play area and an outdoor aft deck.





MAN Diesel & Turbo

High Speed Engines

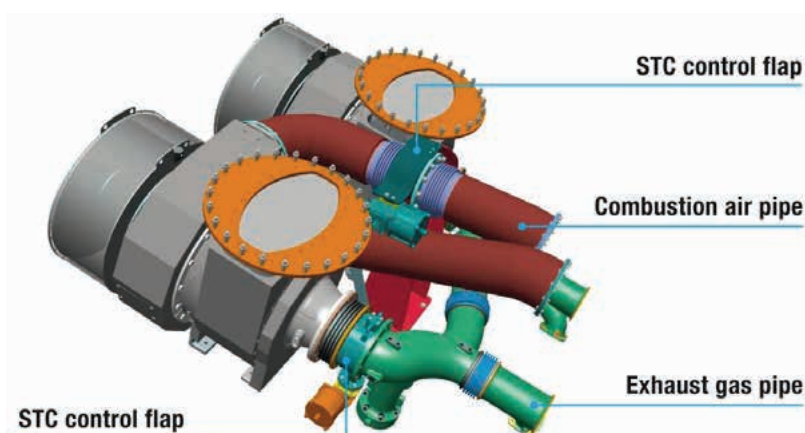
FOR HIGH SPEED FERRIES

THE MAN 28/33D STC SERIES HAS BEEN INSTALLED IN MULTIPLE FERRY APPLICATIONS AND IS REGULARLY EMPLOYED BY NAVAL AND MEGA-YACHT SEGMENTS. IT IS THE MOST POWERFUL AND FUEL-EFFICIENT 1,000 RPM DIESEL ENGINE IN THE WORLD AND IS CONTROLLED BY THE ADVANCED SACOS_{ONE} ENGINE-CONTROL SYSTEM.

KatExpress 3 (088), is the latest in a long line of MAN-powered, high-speed vessels that Incat has produced since the 1980s, which have featured MAN's Ruston or own-brand engines.

In 2004, Incat built its first Evolution One12 Series 112-metre wave-piercing catamaran and selected 4 × Ruston 20RK280 engines (rated individually for continuous operation at 9,000 kW at 1,000 rpm) to provide the 36 megawatts required to power the vessel at speeds of up to 50 knots. It was the first occasion that Incat had employed the RK280 engine and marked 15 years of successful cooperation with MAN Diesel & Turbo.

Incat was one of the first customers to take advantage of the new, high-power-density MAN 28/33D engine, which MAN Diesel & Turbo introduced as the natural successor to the Ruston units. As well as offering an increased power output compared to Ruston, the 28/33D came in 12V, 16V and 20V versions in an initial power range from 5,400 to 9,000 kW. A notable early application for the new engine was Incat's first, landmark, 112-metre wave piercing catamaran, *Natchan Rera* (064), which was delivered to Japan in 2007 and powered by 4 × MAN 20V 28/33D diesel engines.



Sequential Turbocharging arrangement



Completed MAN 28/33D
leaving the paint shop

Today nearly every aspect of the engine has been redesigned and improved including a change of crankcase parts from aluminium to cast iron to eliminate leakage problems associated with differential thermal elongation of dissimilar metals. An extensive array of engine components like conrods and the crankshaft have been modified to be consistent with MAN proven four-stroke design standards. 100% of engine power can be taken from either end of the engine providing the ship builder with added flexibility.

A number of factors come into play with the 28/33D STC that guarantees an uncomplicated installation and ease of maintenance. The cooling concept includes aligned cylinder units to eliminate water passages in the crankcase and minimise the unit's installed weight. Designed with a clever 52° Vee angle, the inter-cooler assembly is centrally mounted, also contributing to the engine's lightweight, compact design.

Also featured are the engine-mounted lubricating oil cooler, filters, and thermostatic valves, specially engineered to contribute to optimised, water-based cooling.

Another key feature is the sequential turbocharging (STC) which deactivates one turbocharger for high torque and improved fuel efficiency during low load operation.

The MAN 28/33D STC series offers compact yet powerful engines that set themselves apart with a high power-to-weight ratio. All engines are fully compliant with current environmental standards, producing NOx emissions that fulfill IMO Tier II and EPA TIER 2 regulations, and Tier III with MAN's proprietary SCR system. Maintenance costs are kept low thanks to high engine availability and with main overhauls only necessary every 32,000 hours, servicing downtime is kept to a minimum. As a result, customers can count on low overall operating costs and best-in-class specific fuel oil consumption.

2017

APRIL / MAY / JUNE ▶▶▶



1998 **APRIL**

Catalonia (047) sets new Blue Riband record



2007 **MAY**

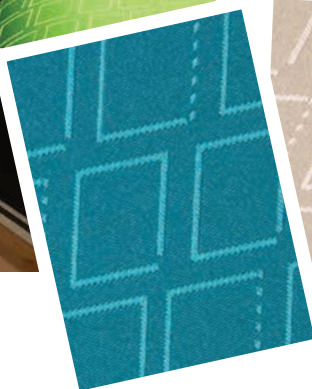
Launch of Natchan Rera (064)

Hulls 083/084

Hulls 083 and 084, due for delivery mid-2017, will feature the same design and interior as *Catherine Hamlin* (082).

The main passenger cabin features attractive colours and clear access ways evident around the seating, with differentiated colours for the stair access. It has a 'lounge room' appearance with bright alternate colours and wood panel facings on bulkheads, with the public announcement screens giving a TV look. The windows give a clear, light and airy feel to the cabin.

Moving forward on the main deck past the stairs to the upper deck, is a series of aft facing seats that follow the curve of the forward windows. At each side of these seats are the computer and mobile phone charging bars for the convenience of passengers. A water fountain is positioned under the upper deck stairway. Towards the rear of the vessel are four toilets, one being a disabled access unit. The deck has wheelchair spaces for nine wheelchairs with an additional three spaces on the outside deck. On the aft deck, space has been made available for 17 bikes to be stowed.



1986 JUNE

Launch of *Our Lady Pamela* (021)

Incat Vessel Interiors

STANDING THE TEST OF TIME



1982

Incat interiors range from luxurious, glamorous lounges and glitzy cocktail bars through to the utilitarian robust interiors designed for daily short commuter travel. Materials used on high speed vessels must meet a stringent set of regulations for fire/flame retardancy, smoke development and toxicity levels. All interior fitouts are constructed and finished with attention to detail and weight saving, whilst maintaining the sturdy, easily cleaned and maintained features required in high passenger traffic areas. Interior configurations are specifically tailored to suit the client and specific route requirements.

While most designs and fit-outs have stood the test of time for durability, the styling and fashions have changed somewhat over the years. Good classic styling does endure, and some fit-outs look as fashionable today as when they were first conceptualised.



1992

Interior *Patricia Olivia* (024)



1998

Interior *Fjord Cat* (049)



2015

Interior *MR-1* (073)

1999

Interior *Alboran* (052)





THE GANGS OF HULL 088



CELEBRATING 25 YEARS WITH INCAT

25 Years Service

In recognition of 25 years of dedicated service Incat has commemorated 22 long term employees with a Hollywood Boulevard style aluminium star, forming Incat's very own "Walk of Fame". With a further 50+ employees having worked over 20 years, the Walk of Fame is sure to continue to steadily grow.



2016 saw a full order book and consequently Incat has more than doubled its workforce, employing many new qualified skilled workers and also a number of new apprentices. Incat has a low staff turnover rate where many team members' experience stretches back many years across a range of trades. However it is great to see new young faces, including a female fabricator, now part of the Incat team; a trend that is sure to continue.



The faces of Incat's newest apprentices.

2017

JULY / AUG / SEPT ▶▶▶



1999 JULY

HMAS Jervis Bay (045)

1988 AUG

A young Craig Clifford at Incat

2000 SEPT

Sydney 2000 Olympics

Hulls 085/086/087

COMPLETING THE SERIES

By the end of 2017, all six new ferries will be in service on Sydney Harbour. The vessel names were all selected by a public competition that received over 60,000 votes on the final list of ferry names.

The new Transport NSW fleet will service commuter and tourist travel on the inner harbour routes from Watsons Bay in Sydney's east to Cockatoo Island in the west, stopping at the new Barangaroo wharf, significantly reducing journey times.



Catherine Hamlin (082)



A FACELIFT FOR

Revolution Design



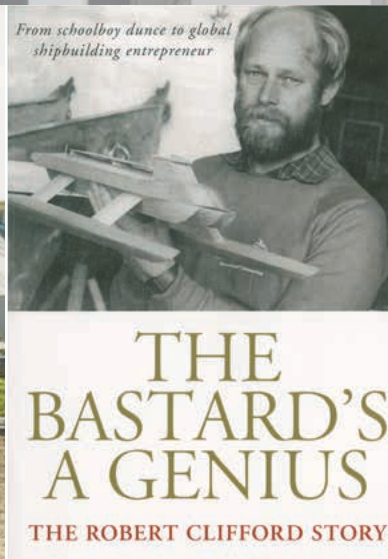
Revolution Design's team of naval architects, engineers and designers work with the concept and creative team at Incat to develop and refine vessel design. The Mols Linien and Transport NSW projects have seen 'Rev D' increase staffing, and with the signing of a contract with Virtu Ferries, they will be fully utilised in a six month design phase.

New offices have recently been completed, placing 'Rev D' staff much closer to Incat vessel construction, allowing them to liaise more closely with the construction team.



1989 JULY

New site of Prince of Wales Bay



2010 AUG

Biography by Alistair Mant



1977 SEPT

Launch of
Jeremiah Ryan (001)

2017

OCT / NOV / DEC ▶▶▶

Virtu Ferries

INCAT HAS SIGNED A CONTRACT WITH VIRTU FERRIES TO BUILD A HIGH SPEED WAVE-PIERCER PASSENGER/VEHICLE CATAMARAN FOR THEIR MALTA-SICILY ROUTE. DELIVERY IS SCHEDULED FOR THE 4TH QUARTER OF 2018.



At 1,000 tonnes deadweight, the 110m vessel will be the largest RoPax Catamaran ever built for operation in the Mediterranean, and the second largest in the world.



Virtu Holdings saw its origins as a ship owning company in 1945 operating cargo vessels between the Mediterranean and northern European ports. In the immediate post World War II years the company was responsible for clearing Maltese harbours and national waters of derelict and sunken vessels; a salvage operation

undertaken on behalf of the British Government over a period of fifteen years.

Currently the company's core business is that of owners and operators of high speed passenger/car ferries on various routes, including Malta-Sicily and ports in the Adriatic. Other maritime services include bunkering and ship management. Virtu Ferries was established in 1988 and operates the scheduled, year round Malta-Sicily passenger/car service.

The new vessel will be deployed on Virtu's core route between Malta and Sicily alongside the *Jean De La Valette*. The current schedule of daily return voyages between the two neighbouring EU islands will be further increased to better connect Malta to mainland Europe. With a service speed up to 38 knots it will complete the crossing from Malta to Sicily, berth to berth, in around 90 minutes.





Virtu Ferries is also looking into further market driven route expansion; a second vessel will also increase flexibility and reliability.

The company is undertaking a number of initiatives to increase incoming tourism and better serve the Maltese and Italian business communities.





Hull 089

Incat hull number 089 will commence construction early 2017 with delivery to Virtu Ferries in Malta scheduled for late 2018. The 110m vessel will incorporate four luxury lounges with a capacity for 900 passengers and additional outdoor seating. The full span of the garage deck is designed to carry 23 heavy commercial trailers, equivalent to 490 truck lane metres or 167 cars.





1994 OCT

1994 NOV

1983 DEC

Black Jack Rock
incident

Incat "Bares All" Calendar

James Kelly (002), Trojan (010) & Little Devil (013)

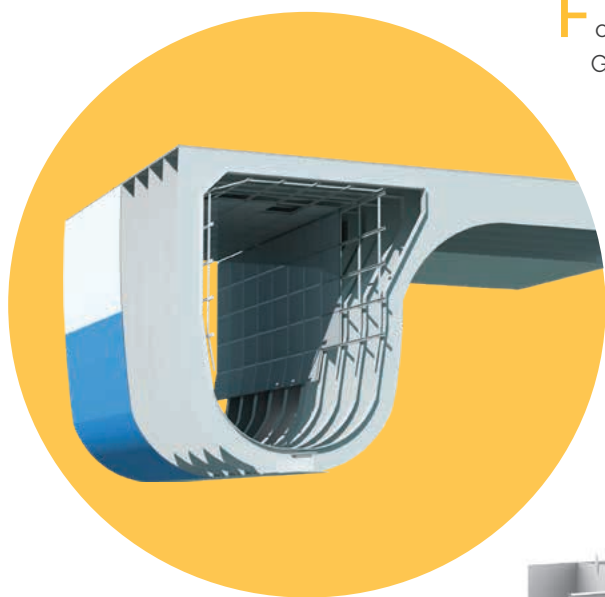
CBG Systems



CBG Systems
www.cbgsystems.com

Global leaders in marine and industrial insulation and fire protection systems

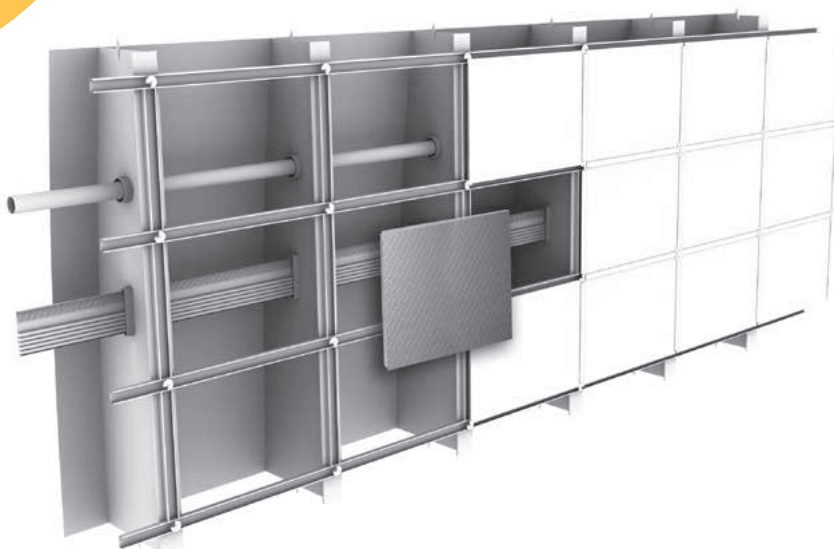
CBG SYSTEMS IS AN AUSTRALIAN COMPANY SPECIALISING IN THE SUPPLY AND INSTALLATION OF FIRE, THERMAL AND ACOUSTIC INSULATION SYSTEMS FOR A RANGE OF MARINE, INDUSTRIAL AND COMMERCIAL CLIENTS.



For more than 30 years, initially as Colbeck & Gunton, they have been a leading innovator, setting benchmarks in the marine insulation and lightweight passive fire protection industry. CBG products are designed to save lives – and save money, and are recognised for excellence by merchant marine and military operators worldwide, including the US Navy.

Based in southern Tasmania CBG Systems has extensive experience in managing remote projects around the globe. Their ability to deliver against project milestones is supported

CBG's panelised SFP systems reduce the total material required by avoiding wrapping of beams. Services located in the airgap are protected while easy access is retained for servicing and maintenance.





Rapid Access Composite (RAC) System installed on an Incat HSC vehicle deck

by one of the largest permanent work forces in the thermal control industry and a network of national and international expert contractors.

CBG Systems supplies and installs lightweight Rapid Access structural fire protection systems on board all Incat vessels. For more than 38 years CBG Systems has been working together with Incat and their customers to develop and refine their lightweight panelised SFP products in order to offer the highest fire safety and maximum weight saving while still providing premium aesthetics for the vessel appearance.

CBG's Rapid Access Composite System (RAC) has been installed in more than 50 Incat vessels since 2001, amounting to a total weight saving of more than 900 tonnes. This equates to a saving of up to 60 tonnes per vessel.

CBG Systems is a key contributor to the excellent fuel efficiency, speed and overall performance of Incat vessels.

PUTTING FACES TO NAMES

Technical Manager



Pierre Denneulin is from the Brittany region in France. He graduated in Fluids Mechanics, Hydrodynamics and Shipbuilding Engineering and has been in the shipping and the shipbuilding industry for more than twenty years.

At first he managed a shipyard design office, then managed new buildings projects for a major ferry operator in France. Pierre was then in charge of sales and purchasing of second hand tonnage, giving him the opportunity to learn about Incat, and to gain fast ferry services expertise.

For some years Pierre developed business for an international engineering and consulting company in all industrial sectors. He has now brought his family to the other side of the world, to return to his original professional training as Technical Manager for Incat.

Legal Manager



Joel Scarr has been appointed as Incat's Legal Manager. After gaining an economics and law degree in Hobart, he practiced financial services law for a national firm in Melbourne. He was then given an opportunity to further his career in the Caribbean.

In 2014, with his wife and two young daughters Joel embarked on a twelve month journey to return to Tasmania. They covered over 12,000 miles on their yacht, travelling through the Panama Canal, across the Pacific to Galapagos Island and through Polynesia to Coffs Harbour, then south to Hobart.

Joel's work at Incat covers a broad range of legal issues – everything from human resources and contracts, to tax and corporate structuring. Some days involve meeting with bankers, lawyers or accountants; others reviewing policies and liaising with various Incat departments.

Ship Yard Superintendent



Brett Gadd is Incat's Yard Superintendent.

He trained as a Welder and came to Incat in 1995. He has worked his way up through the leadership levels alongside gaining appropriate qualifications. Brett's job includes liaising with all departments ensuring projects are operating efficiently, assisting with the development of prospective new projects and overall ensuring that the shipyard is operating effectively.

Overseeing three separate contracts in 2017 will keep Brett very busy.

Service Manager



Cameron Oswin has recently been appointed as Service Manager. Employed by Incat since the age of 15, Cameron started as an Apprentice Boilermaker/Welder and progressed to Quality Assurance Officer. Duties include managing all vessel planned maintenance and managing after sales service and warranty claims.

Project Engineer



Justin Gough started at Incat as an apprentice Boilermaker Welder at the age of 15 and has worked his way up to being a Work Supervisor. Like many of his colleagues, he has enjoyed the opportunity to travel to many locations in the world to service Incat vessels.

Project Engineer



Stephen Crombie (known as Curlie) completed a Shipwright Apprenticeship in the 1980s and worked for other shipbuilding companies before joining Incat in 2006. He works as a Production Engineer and is currently overseeing the construction of the six Sydney Ferries.

Purchasing Manager



Simon Fleming is Incat's Purchasing Manager. He started in Incat's Purchasing Department in 1995, then gained a Bachelor of Commerce which has seen him move to the head of Purchasing. Along with managing this department, he negotiates contracts and supply agreements and prices new vessels.

Quality Assurance



Pontus Gustafsson moved to Australia from Sweden in 2004. As a Mechanical Engineer, he has primarily worked in the area of Quality Assurance. Pontus has been employed in that position at Incat since April 2016 and is working on improving communication between departments.

Project Manager



David Riseley started at Incat in 1996 and has worked his way up from Mechanical Fitter through various positions to Project Manager. His work includes liaising with departments, suppliers and customers in the management of the construction of vessels. He has also enjoyed being able to travel to various parts of the world in his job.

Project Manager



Guy Doyle trained as a Naval Architect and started working with Incat in 1991. He oversees the production of vessels, from the initial planning stages through to the interior design, and liaises with clients ensuring their continued satisfaction. Guy is currently Project Manager for the Sydney Ferries vessels.

Office Receptionists



Emma Johansen and **Janine Fikerle** are Incat's Receptionists. Emma has been in this role for two years and Janine started mid 2016. They also assist in other administration areas such as accounts and human resources. Putting faces to the voices on the phone.



GLOBAL FLEET

HULL	TYPE	TRADING NAME	OWNER/OPERATOR	DESIGNATED ROUTE/LOCATION
089	110m		Virtu Ferries	Service for Malta
088	109m	KatExpress 3	Mols Linien	Service for Denmark
087	35m		Transport NSW	Service for Sydney
086	35m		Transport NSW	Service for Sydney
085	35m		Transport NSW	Service for Sydney
084	35m		Transport NSW	Service for Sydney
083	35m		Transport NSW	Service for Sydney
082	35m	Catherine Hamlin	Transport NSW	Sydney Harbour
081	33m	Ocean Flyer	Manly Fast Ferry	Sydney Harbour
080	33m	Ocean Surfer	Manly Fast Ferry	Sydney Harbour
079	24m	Ocean Wave	Manly Fast Ferry	Sydney Harbour
078	24m	Ocean Tracker	Manly Fast Ferry	Sydney Harbour
077	-	Brooke Street Pier	Brooke Street Pier Development Co. Pty Ltd	Hobart, Tasmania
076	35m	Neptune Clipper	MBNA Thames Clippers	River Thames, London
075	35m	Galaxy Clipper	MBNA Thames Clippers	River Thames, London
074	70m FCB	Muslim Magomayev	Caspian Marine Services	Baku, Azerbaijan
073	34m	MR-I	Navigators / Secheron Holdings	Berriedale - Hobart, Tasmania
072	15m	MV Lindoy	Stava Bat & Dykkerservice AS	Haugesund, Norway
071	Barge	The Barge	Tas Marine Constructions	Hobart, Tasmania
070	17m cruising ketch	Gwenhwyfar	Private Ownership	Hobart, Tasmania
069	99m WPC	Francisco	Buquebus	Buenos Aires, Argentina - Montevideo, Uruguay
068	85m WPC	Akane	Sado Kisen	Naoetsu - Ogi, Japan
067	112m WPC	KatExpress 2	Mols Linien	Aarhus - Odden, Denmark, Ebeltoft - Odden, Denmark
066	112m WPC	KatExpress 1	Mols Linien	Aarhus - Odden, Denmark, Ebeltoft - Odden, Denmark
065	112 m WPC	Natchan World	Tsugaru Kaikyo Ferry	Hakodate, Japan
064	112 m WPC	Natchan Rera	J & T Shipping Co Ltd	Su'ao - Hualien, Taiwan
063	17 m Liveaboard	Sixty Three	17m Projects Pty Ltd	Hobart, Tasmania
062	98 m WPC	Volcan De Tirajana	ARMAS Naviera SA	Puerto de la Estaca - Los Cristianos, Canary Islands
061	98 m WPC	Swift	National Marine Dredging Company	United Arab Emirates



This information is correct to the best of the editor's knowledge at the time of printing.

HULL	TYPE	TRADING NAME	OWNER/OPERATOR	DESIGNATED ROUTE/LOCATION
060	98 m WPC	T&T Spirit	Port Authority of Trinidad & Tobago/ Bay Ferries	Port of Spain - Scarborough, Trinidad & Tabago
059	98 m WPC	Hai Xia Hao	Fujian Cross Strait Ferry Corporation	Pingtian Island, China
058	98 m WPC	Milenium Dos	Acciona Trasmediterránea S.A	Malaga - Melila, Algeceris - Ceuta
057	98 m WPC	Normandie Express	Brittany Ferries	Cherbourg - Portsmouth, Le Havre - Portsmouth
056	96 m WPC	Highspeed 6	Hellenic Seaways	Greek Islands
055	96 m WPC	Bentago Express	Fred. Olsen, S.A.	Santa Cruz de Tenerife - Agaete (Gran Canaria)
054	Wing	R & D Craft		Hobart, Tasmania
053	96 m WPC	Bencomo Express	Fred. Olsen, S.A.	Santa Cruz de Tenerife - Agaete (Gran Canaria)
052	96 m WPC	Alboran	Acciona Trasmediterránea S.A	Algeciras - Tanger Med
051	96 m WPC	Bonanza Express	Fred. Olsen, S.A.	Las Palmas de Gran Canaria - Furteventura (Morro Table)
050	96 m WPC	Manannan	Isle of Man Steam Packet Company	Douglas - Liverpool, United Kingdom
NF08	80 m K50	Harmony Flower	JH Ferries (Dae-A Express Shipping)	Incheon - Socheong - Daecheong - Baekyoung Island, South Korea
049	91 m WPC	Fjord Cat	Fjord Line	Kristiansand to Hirtshals
048	91 m WPC	Max Mols	Mols Linien Aps	Aarhus - Odden, Denmark, Ebeltoft - Odden, Denmark
047	91 m WPC	Express	Gotlandsbaten	Västervik, Sweden - Visby, Gotland
046	91 m WPC	T&T Express	Port Authority of Trinidad & Tobago / Bay Ferries	Port of Spain - Scarborough, Trinidad & Tobago
045	86 m WPC	Condor Rapide	Condor Ferries	Channel Islands - St. Malo, France
044	86 m WPC	Champion Jet 2	Sea Jets	Greek Islands
043	86 m WPC	Tarifa Jet	Ferrys Rapidos del Sur	Tarifa - Tangier
042	86 m WPC	Champion Jet 1	Sea Jets	Greek Islands
041	81 m WPC	Jaume III	Baleària	Valencia - Sant Antonio - Denia
040	81 m WPC	Ocean Flower2	JH Ferry (Dae A Express Shipping)	JangHeung - Jeju Seongsan, South Korea
039	Solar	R & D Craft	Tasmanian Fast Ferry Museum	Permanent Display Hobart
038	81 m WPC	Jaume II	Baleària	Algerciras - Ceuta
037	78 m K50	Sunflower	Dae-A Express Shipping	Pohang - Uleung Island
036	70 m K55	Juan Patricio	Buquebus Aliscafos	Buenos Aires - Colonia - Montevideo
035	78 m WPC	Megajet	Sea Jets	Greek Islands
034	78 m WPC	Fares 2	Maritime Company for Navigation	Saudi Arabia
033	78 m WPC	Jaume I	Baleària	Caribbean - Fort Lauderdale, South Florida - Bimini & Freeport, Grand Bahama Island



HULL	TYPE	TRADING NAME	OWNER/OPERATOR	DESIGNATED ROUTE/LOCATION
032	74 m WPC	Atlantic III	Buquebus	Buenos Aires - Colonia - Montevideo
031	74 m WPC	Seacat Moorea		Phnom Penh, Cambodia
030	74 m WPC	Hanil Blue Narae	Hanil Express Co	Wando Island - Jeju-do Island, South Korea
029		R & D Craft		
028	74 m WPC	Naxos Jet	Sea Jets	Greek Islands
027	74 m WPC	Atlantic Express	Colonia Express	Colonia - Buenos Aires
026	74 m WPC	Masterjet	Sea Jets	Greek Islands
025	74 m WPC	High Speed Jet	Sea Jets	Greek Islands
024	74 m WPC	Pinar Del Rio	Baleària	Almeria - Melilla
023	74 m WPC	Sea Speed Jet	Sea Jets	Greek Islands

VESSELS PRIOR TO 1990

HULL	YEAR	ORIGINAL TRADING NAME
022	1988	Sea Flight
021	1986	Our Lady Pamela
020	1985	Our Lady Patricia
019	1988	2000
018	1987	Genesis
017	1986	Tassie Devil 2001
016	1985	Spirit of Victoria
015	1984	Margaret Rintout IV
014	1984	Pybus Rutherglen Punt
013	1982	Little Devil
012	1983	Thunderbird
011	1984	Keppel Cat 1
010	1983	Trojan
009	1982	Spirit of Royleen

HULL	YEAR	ORIGINAL TRADING NAME
008	1982	Quicksilver
007	1982	Green Islander
006	1981	Amaroo II
005	1981	Tangalooma
004	1981	Fitzroy
003	1980	AK Ward
002	1979	James Kelly
001	1977	Jeremiah Ryan

BUSHRANGER FLEET		
	1975	Lawrence Kavanagh
	1975	Martin Cash
	1973	James McCabe
	1972	Matthew Brady

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