

A photograph of two men standing on a metal walkway in a large industrial shipyard. The man on the left is wearing a white hard hat with 'VIP' on it, glasses, a white shirt, a dark blazer, and dark trousers. The man on the right is wearing a white cowboy hat with a blue 'B' on it, a brown short-sleeved button-down shirt, and khaki trousers. They are both smiling. The background shows the complex steel structure of a ship under construction.

incat
2018-2019

Naviera Armas
ORDERS 111m VESSEL

Virtu Ferries
SAINT JOHN PAUL II

INCAT'S WORLD FLEET



CBGSystems®

www.cbgsystems.com

CBG SYSTEMS

Specialised solutions for outstanding performance

9 Bender Drive, Derwent Park Tasmania, Australia 7009

Telephone +61 3 6272 6105 **Facsimile** +61 3 6273 1716 **Email** info@cbgsystems.com

Chairman's Message

WHAT A DIFFERENCE A FEW YEARS MAKE!
THE GLOBAL FERRY MARKET IS CERTAINLY
BUOYANT WITH NEWBUILD ORDERS COMING
IN, AND THE SECONDHAND VESSEL MARKET
IS ALSO VERY ACTIVE.

When we delivered the first large car carrying catamarans around 1990 there was a fear in the industry that aluminium fast ferries would have a short lifespan, but we have proved them wrong - Hull 025, originally *Hoverspeed Great Britain*, is now 27 years later still going strong in the Greek Islands. Owner, Seajets may have never actually purchased a newbuild from us, but we are delighted to see they now boast a total of eight Incat vessels in their fleet in Greece.

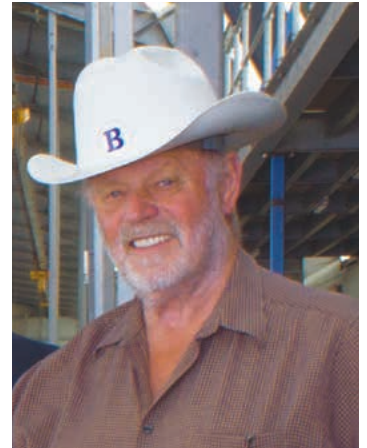
Several other owners now operate a fleet of Incat vessels. In Australia Sydney Ferries have six, Manly Fast Ferry have four and have just ordered their fifth. Denmark's Molslinjen have four Incat craft, Spanish company Naviera Armas, Uruguay operator Buquebus and Fred Olsen in the Canary Islands also have multiple numbers.

I recently visited Cairns in Northern Australia and saw several of the boats we built in the 1980s still in service - it's great to show that when well maintained they will live long, although it's not good news for a shipbuilder wanting to sell new boats!

A dedication to stringent shipyard construction procedures and use of the best in marine grade aluminium has ensured our ships live long.

In early years many ferry operators also feared higher running costs for high speed vessels which have always run on MGO, but now that environmental regulations require conventional craft to also run on cleaner fuels the gap has lessened.

The shipyard now has 550 full time personnel, hundreds of sub-contractors and growing in numbers. If you are planning on visiting Incat soon we hope to be able to welcome you to our new offices, built within the shipyard complex hence allowing the executive team to be much closer to the action.



A handwritten signature in black ink, which appears to read 'Robert Clifford'. The signature is fluid and cursive.

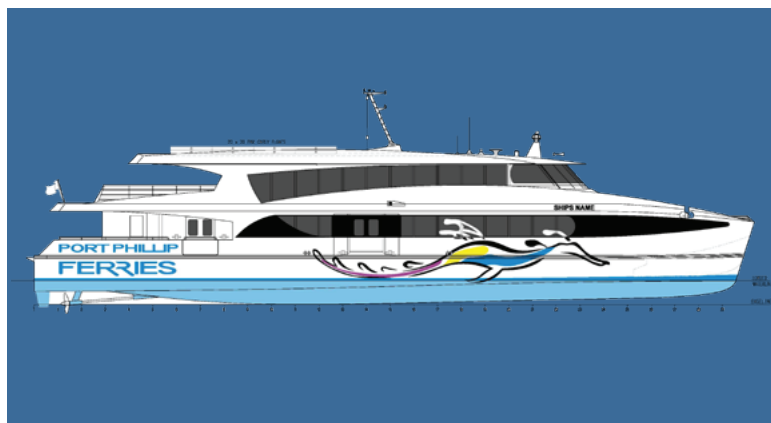
Robert Clifford
Chairman

AUSTRALIA (Head Office & Shipyard),
Incat Tasmania Pty Ltd
100 Derwent Park Road,
Hobart, Tasmania, 7009
Phone: +61 (0) 3 6271 1333
Facsimile: +61 (0) 3 6273 0932
Email: incat@incat.com.au
www.incat.com.au

Cover Image: Incat Chairman
Robert Clifford with Virtu Ferries
owner, Francis Portelli viewing
the progress of Incat Hull 089,
Saint John Paul II.

Credit cover photography: David Roberts

2018-2019 DELIVERY PROGRAM ▶▶▶



090
35m

Port Phillip Ferries



089
110m

Virtu Ferries

INCAT 2018-2019

After delivering six ferries to Sydney and one to Melbourne, Incat continues the usual trend of delivering large vessels to faraway places.

By the end of 2018, Virtu Ferries will have their new 110m vessel in Malta and early 2019 will see the delivery of a 111m vessel to Naviera Armas in Spain. Manly Fast Ferry have ordered another 33m ferry bringing their Incat vessel total to five.

This publication also features the many operators of Incat vessels in the **World Fleet Guide**. Incat continues to dominate the fast ferry market across the globe.



091
111m

Naviera Armas SA



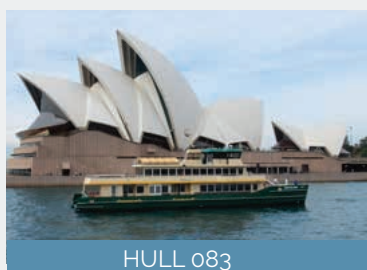
092
33m

Manly Fast Ferry

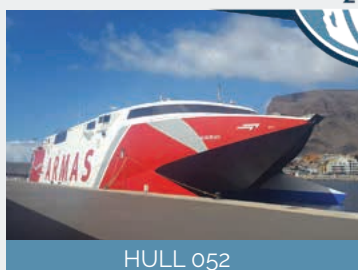
INCAT'S WORLD FLEET



HULL 088



HULL 083



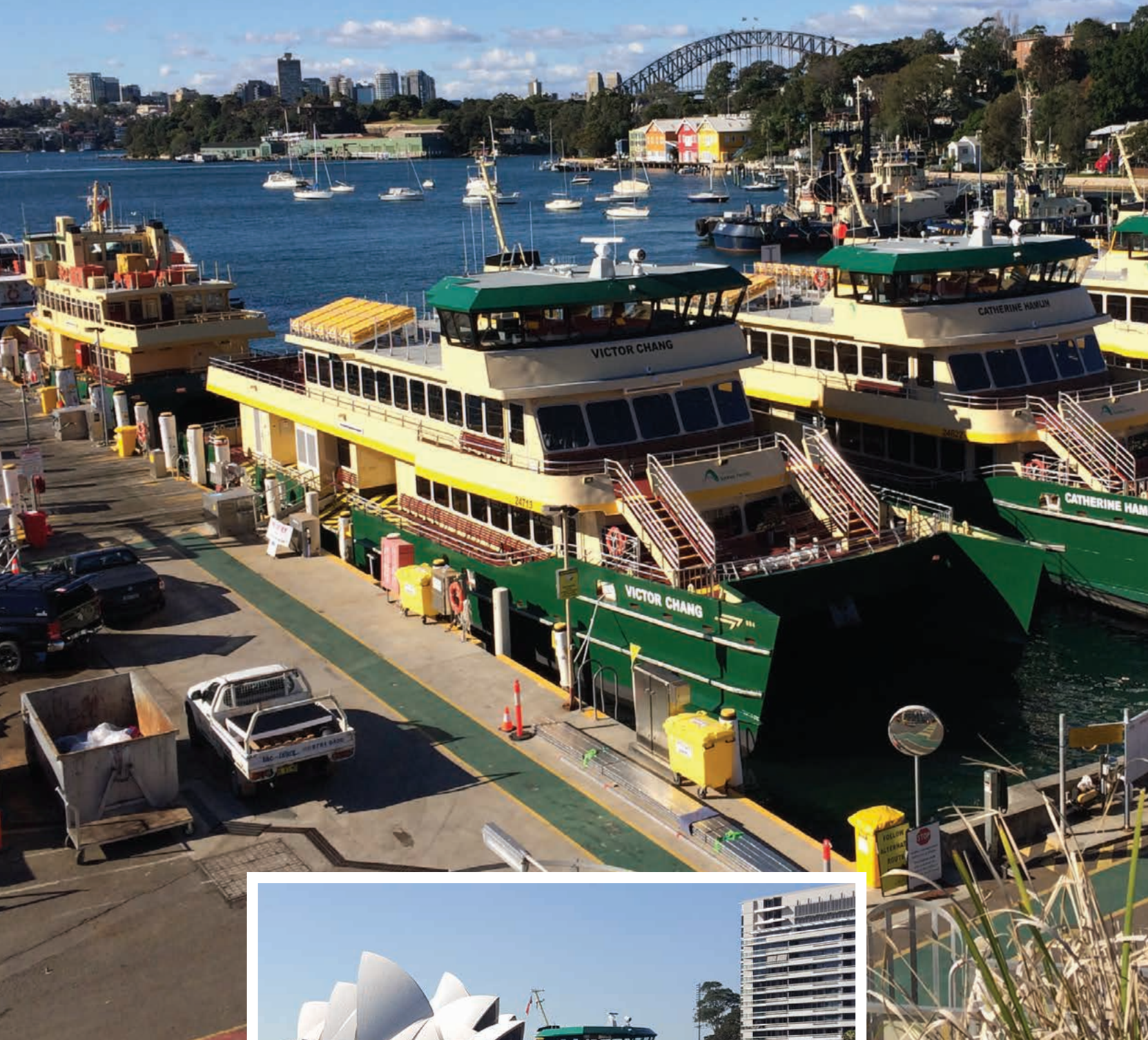
HULL 052



HULL 042



*Victor Chang (084), Catherine Hamlin (082) and
Fred Hollows (083) docked at Sydney Harbour*



Victor Chang (084) on Sydney Harbour

SYDNEY HARBOUR FERRIES

Hulls 082-087

2017 has seen the staggered delivery of six 35m ferries to Transport for New South Wales. By years end, all six ferries are servicing commuters and tourists around the many Sydney Harbour destinations. The familiar green and cream livery has blended in with the existing fleet, but passengers are appreciating the smooth, fast service and modern technology of the brand new designs. The vessels can each carry 400 passengers, with comfortable indoor and outdoor seating. Following a public competition, the vessels have been named after prominent Australians, although the sixth ferry has been given the very on trend name of Ferry McFerryface.





Pozzallo Port, Sicily

Hull 089



Construction of Incat hull 089, a 110m wave piercing catamaran for Virtu Ferries in Malta is well underway. Incorporating four luxury lounges and additional outdoor seating, the 900 passengers will enjoy the 90 minute journey between Sicily and Malta on the Mediterranean's largest ever RoPax catamaran. The full span of the garage deck is designed to carry 23 heavy commercial trailers, equivalent to 490 truck lane metres or 167 cars. The ship will have a service speed of 38 knots and will operate a year round service. The vessel is to be named *Saint John Paul II*.

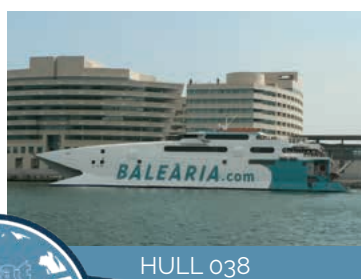
Virtu Ferries' core route between Sicily & Malta



HULL 058



HULL 024

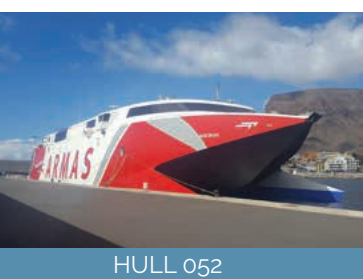


HULL 038



HULL 041

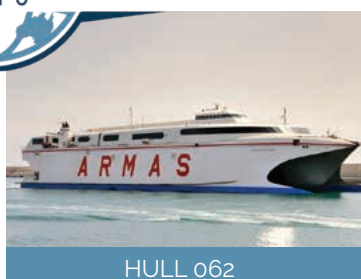
BALEARIA



HULL 052



HULL 056



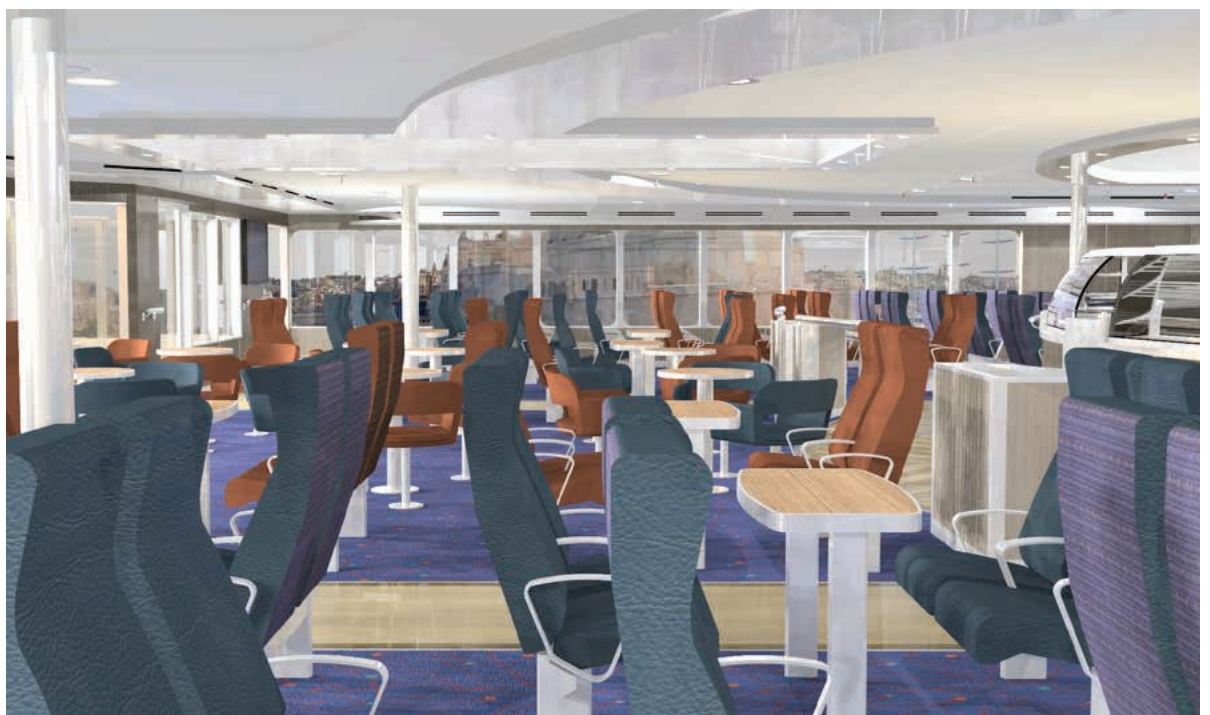
HULL 062



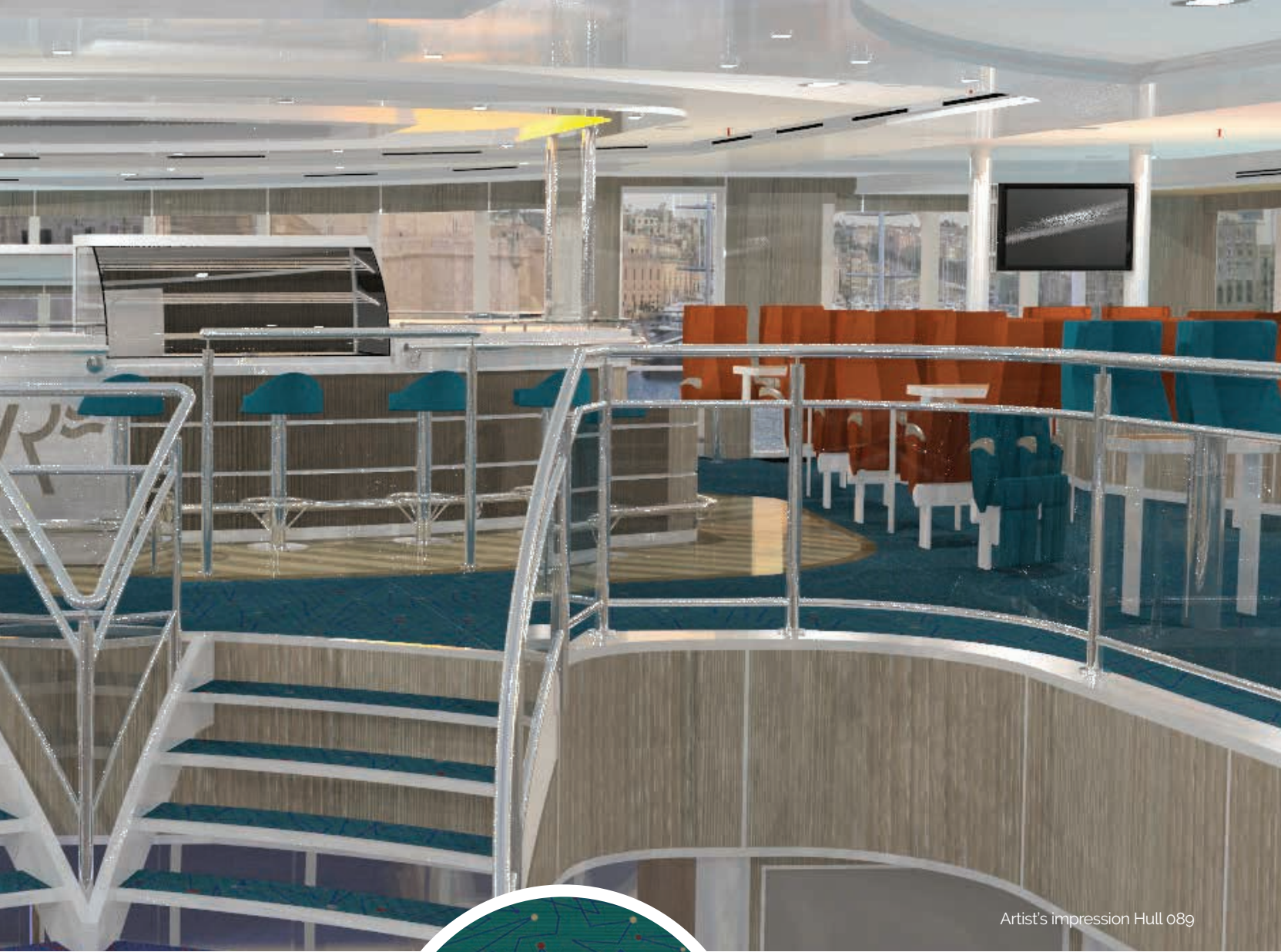
HULL 033

BALEARIA
BAHAMAS EXPRESS

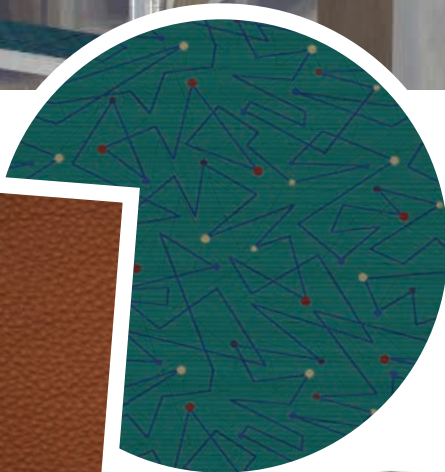
WORLD FLEET
2018



Artist's impression Hull 089



Artist's impression Hull 089



Working closely with Francis Portelli, owner of Virtu Ferries, Incat has

designed a custom interior, which reflects the owner's understanding and appreciation of his customer and route profile. The sweeping staircase delivers passengers from Economy Class into the Business section of the vessel, with visually appealing leather seats throughout, maximising passenger comfort leaving the customer with a sense of warmth and sophistication.

FERRY SERVICE - PORTARLINGTON TO DOCKLANDS



Port Phillip Ferries



Port Phillip Ferries is a new privately-run passenger ferry service operating between Portarlington on the Bellarine Peninsula and Docklands, Melbourne, Australia.

Operating seven days, it meets the need of the Monday-Friday work-day commute as well as day trippers any day of the week. Being the shortest route across Port Phillip Bay, at 90 minutes, it offers a much quicker service than either car or rail.

Extensive works have been completed at the safe harbour, with a new floating berth being installed for the ferry service.

Many people are now calling the beautiful Bellarine home, and with this new ferry service comes a relaxed and quicker commute to work, with the opportunity to have a coffee and read the paper on the way.

Alternately, Portarlington and the surrounding areas have become a destination for city-siders to explore on the weekends. Boasting over 40 unique food and wine destinations, the "taste trail" is littered with farm-gate producers, provedores, unique wineries, beer and cider and award-winning cafes and restaurants.

With beautiful vistas and stunning coastline, it is a great place to escape the city.

There are also additional weekend sailings between Geelong and Portarlington.

The existing fast ferry will have been operating just 12 months, when it is joined by the new Incat 35m ferry, doubling the capacity for passengers.

These catamarans are the most environmentally-friendly vessels operating in Australia. The vessels boast a lower fuel usage per passenger than a small four-cylinder car and no water-borne emissions. The hulls have been designed for low wash, very shallow draft and no external protrusions, all to protect local marine life.



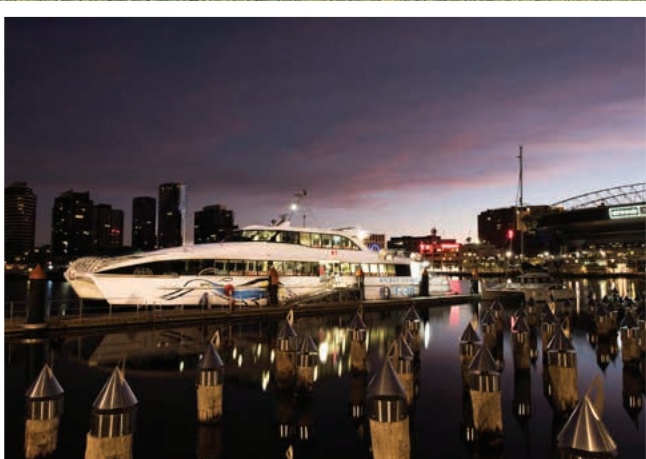
Port Phillip Ferries' current vessel in Docklands, Melbourne



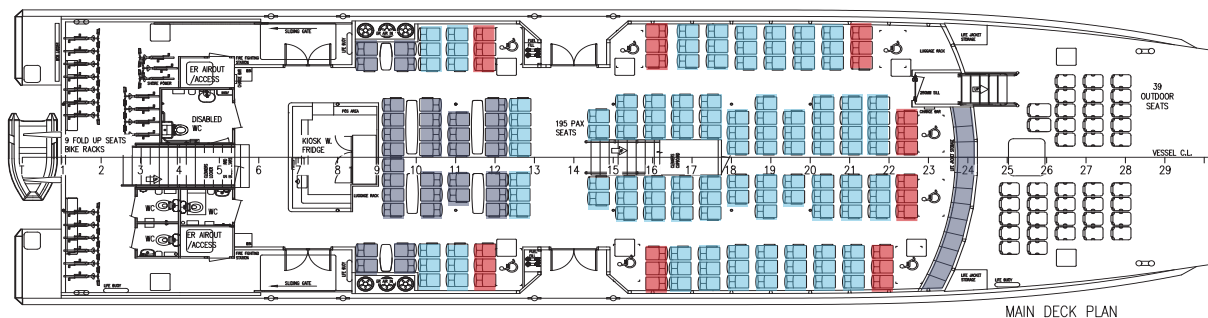
Bellarine Peninsula



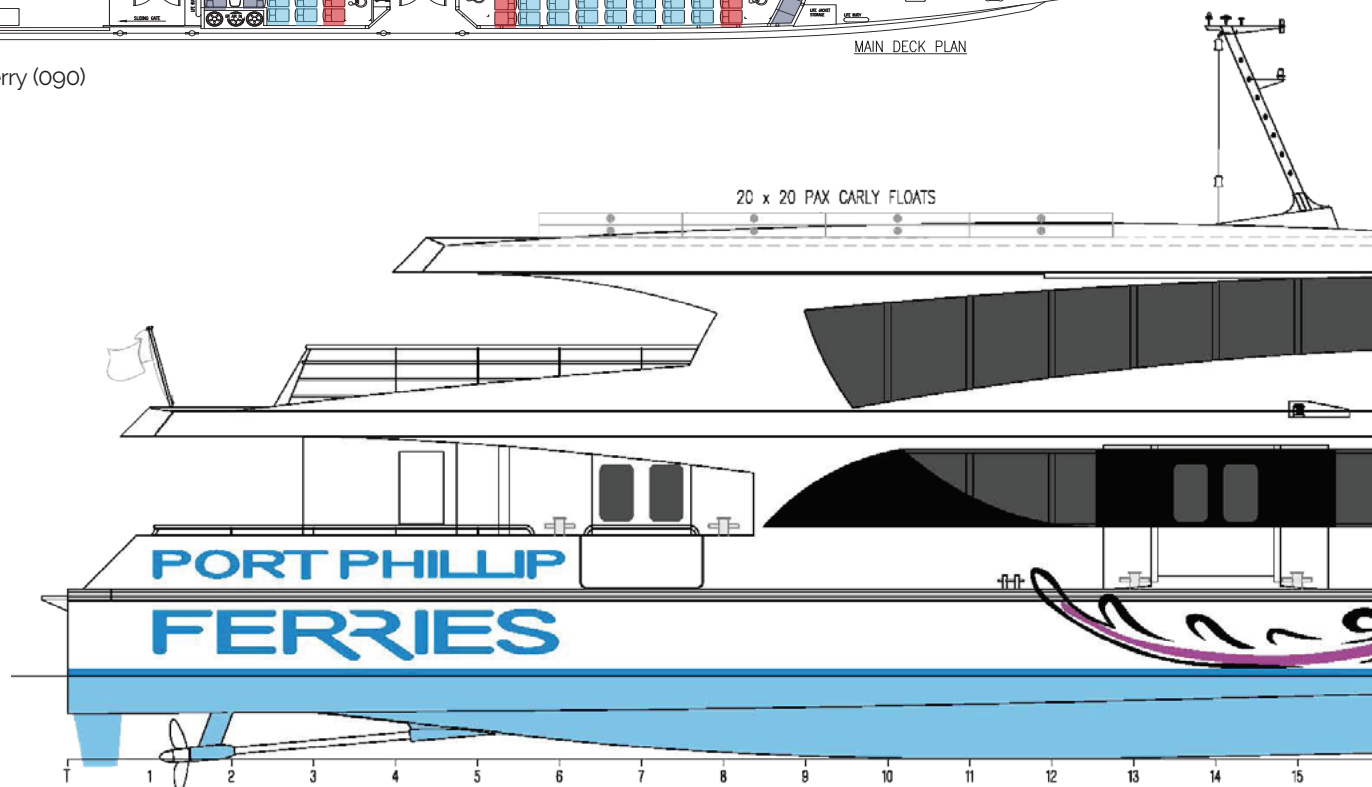
Port Phillip Ferry at Portarlington Pier, Bellarine Peninsula



Docklands, Melbourne



Port Phillip Ferry (090)



Hull 090

THE NEW PORT PHILLIP FERRY

The fresh vibrant interior colour scheme of Port Phillip Ferries aligns with the vision for a good mix of regular business commuter travel with the growing tourist trade in the region. Featuring large communal tables, designated disabled access seating and a kiosk serving light refreshments making the transit into Melbourne a relaxed experience.

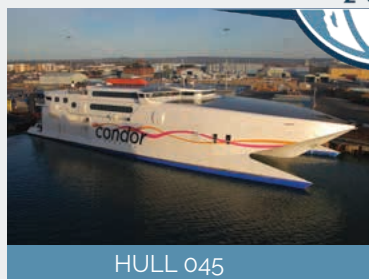
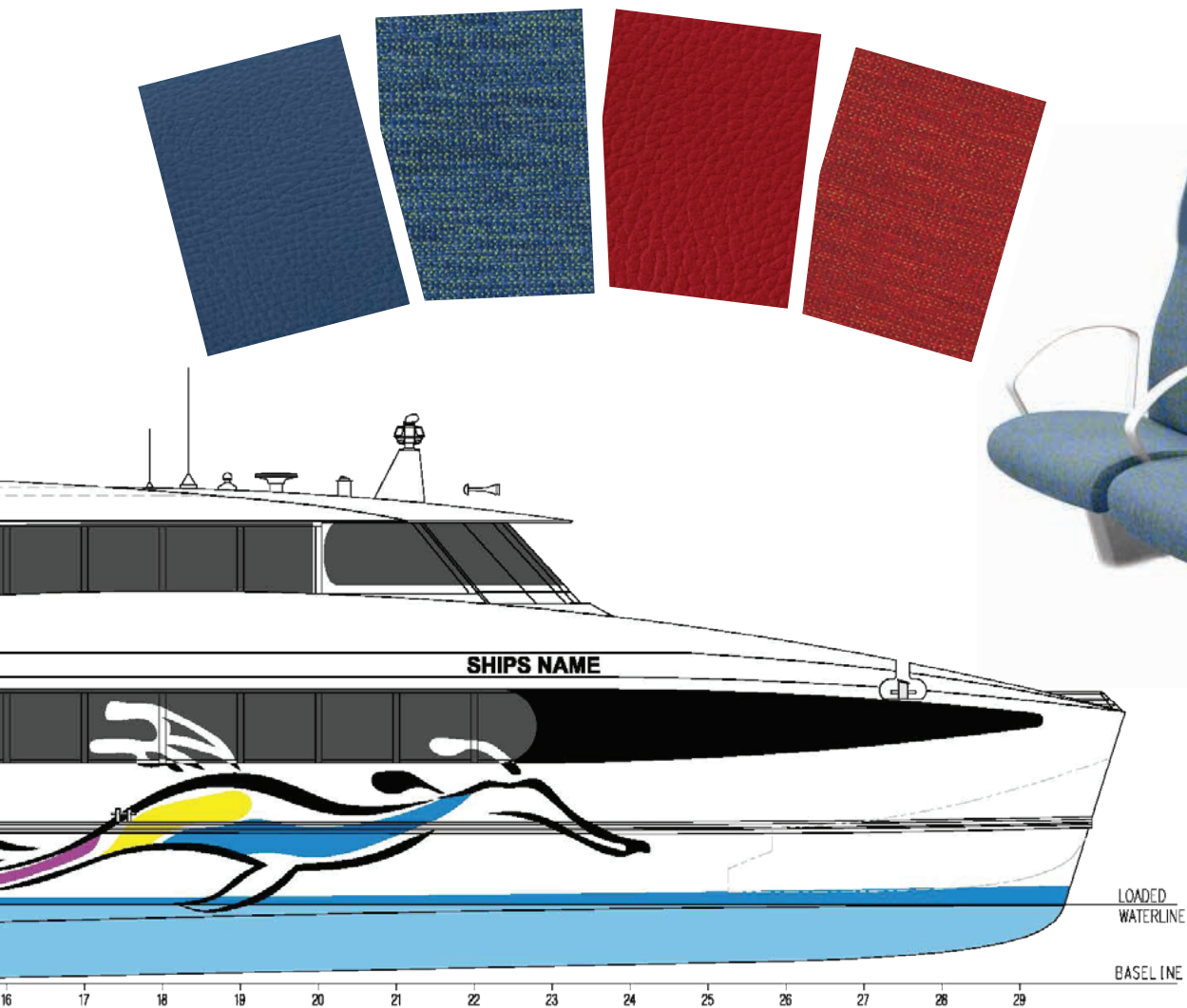


HULL 032



HULL 074





BRIDGEMANS
SERVICES GROUP LP

coloniaexpress

Condorferries

CSF
海峡高速





Express 3 (088)



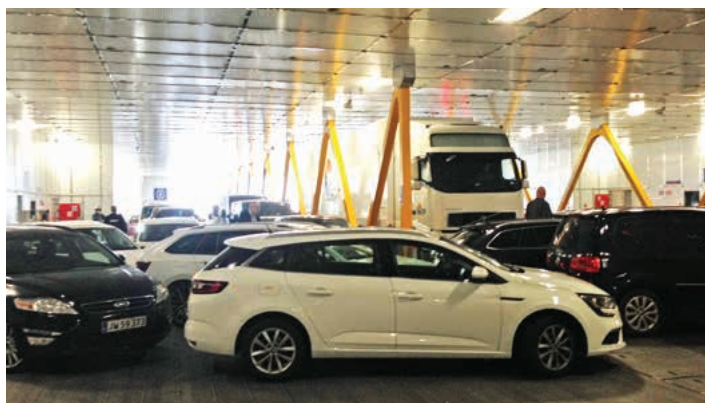
Express 1 (066)



Max Mols (048)



Express 2 (067)



Express 3 (088) Vehicle Deck



Carsten Jensen, CEO, Molslinjen

FOUR VESSELS IN EFFICIENT SERVICE

Molslinjen is a Danish shipping company that operates four Incat vessels, and does so to a schedule that is praised for its punctuality and quality. Servicing the Kattegat routes of Aarhus-Odden and Ebeltoft-Odden, a fast, efficient and comfortable journey between Jutland and Zealand is assured.

Their vessels transfer over 1.3 million cars and approx. 2.8 million passengers a year with up to 30 daily departures between Aarhus and Odden,

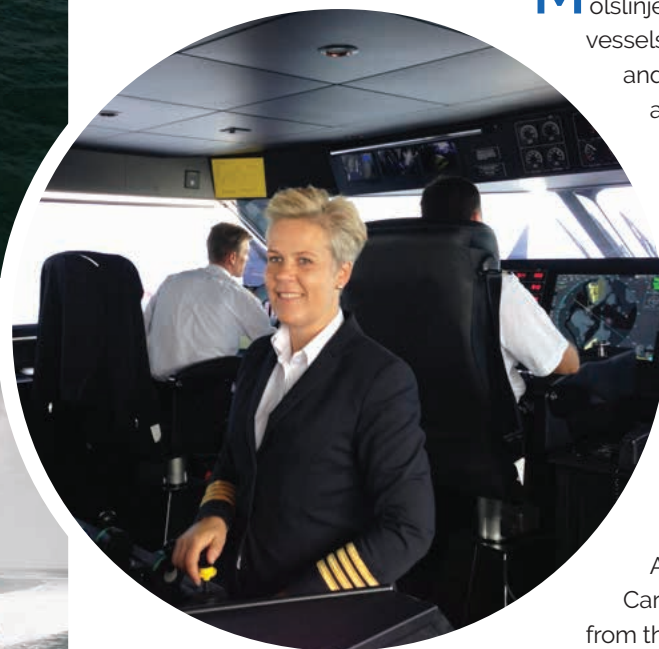
The three newest Incat built fast ferries can accommodate up to 1,000 passengers, 425 passenger cars and 60 motorcycles each, as well as loading caravans, buses and up to 30 lorries on a crossing.

The transfer between Ebeltoft and Odden lasts 55 minutes and 75 minutes between Aarhus and Odden.

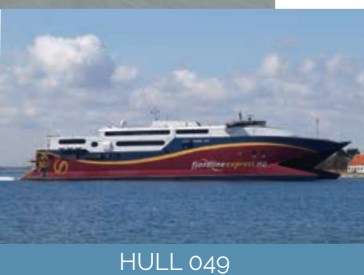
By motorway between Vig and Holbæk, the journey from Aarhus to Greater Copenhagen takes just over two hours.

Carriers save about a 200 kilometers drive by choosing the break from the road and taking the ferry.

Molslinjen also offers solutions for the freight industry, where lorries can sail between Odden and Aarhus in just 75 minutes. On each of the four fast ferries there are charging stations for electric cars. Charging is free and reserved for travellers at Business BlueClass, which are the preferred ticket types of the business traveller.



Captain Anne Hansen



HULL 049

fjordline.com



HULL 051

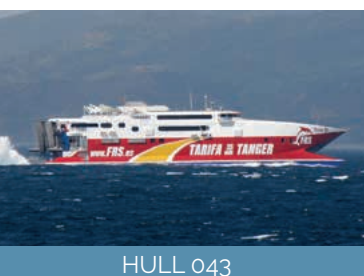


HULL 053



HULL 055

FRED. OLSEN S.A.



HULL 043



HULL 030



HULL 050



NF08



WORLD FLEET
2018



Seajets

LARGEST OPERATOR OF INCAT VESSELS

SINCE 2002 SEAJETS HAVE BEEN PROVIDING RELIABLE, COMFORTABLE AND CONSISTENT SERVICE TO LOCALS AND TOURISTS IN THE GREEK ISLANDS. 2017 MARKED THEIR 15TH ANNIVERSARY, WHICH WAS CELEBRATED WITH GENEROUS FARE SALES.

With a fleet of 18 ships, Seajets has the largest network of high speed vessels in the Aegean, interconnecting 29 ports with 250 connections, making them an obvious choice for passengers.

Seajets boasts a capacity for 8,500 passengers and 1,450 vehicles, linking the Cyclades and Crete. They aim to offer the highest level of customer service, whilst supporting their staff and the local economy and also sponsoring various sporting events.

The acquisition of Incat Hull 044 *Champion Jet 1*, and Incat Hull 042 *Champion Jet 2*, in 2015 increased their passenger/vehicle capacity enormously.

Incat Hull 061, formerly *HSV Swift*, a purpose built military vessel, has recently been purchased and will undergo a major refit turning her into a commercial passenger ferry.

Seajets have eight Incat vessels in their fleet, making them the largest operator of Incat vessels.



Champion Jet 1 (044)



Boarding *Champion Jet 2 (042)*



Champion Jet 1 (044) & Champion Jet 2 (042)



Greek Islands



Aft deck Champion Jet 1 (044)

WÄRTSILÄ



Wärtsilä Waterjets feature leading hydrodynamic expertise

WÄRTSILÄ HAS THE MOST COMPLETE PORTFOLIO OF PRODUCTS, SYSTEMS, AND SOLUTIONS IN THE GLOBAL MARINE INDUSTRY. THE COMPANY HAS WORKED CLOSELY WITH INCAT FOR NEARLY 30 YEARS, AND HAS SUPPLIED MODULAR WATERJETS FOR NUMEROUS VESSEL APPLICATIONS AROUND THE WORLD.



The powerful Wärtsilä LIX 1500SRI waterjet

As with all Wärtsilä products, the aim of the company's extensive waterjet offering is to ensure optimal efficiency, excellent hydrodynamic performance, and less maintenance. Wärtsilä waterjets meet the most demanding operational requirements of naval vessels, luxury yachts, workboats and fast ferries. The power/performance ratio is outstanding, while the stainless steel material specification is unique in the industry.

The powerful Wärtsilä LIX 1500SRI waterjet is rapidly becoming the waterjet of choice for owners and shipyards around the globe. Among the most recent projects for vessels being built by Incat with LIX 1500SRI waterjets is one for Malta based Virtu Ferries for its service between Malta and Sicily, which when delivered will be the largest high speed catamaran operating in

the Mediterranean Sea. A new ferry being built for Spanish operator Naviera Armas will also be powered by the Wärtsilä LIX 1500SRI. The same Wärtsilä waterjets are today driving two fast ferries operated by Denmark based Molslinjen and two more that are operated by Japan based Tsugaru Kaikyo Ferry Co. All were built at the Incat yard.

The relationship between Wärtsilä and Incat stretches back some 30 years and reflects the mutual trust and respect between the companies and their capabilities. The fact that Incat regularly specifies Wärtsilä waterjets, and in particular the LIX 1500SRI, is a clear endorsement of the reliability and outstanding performance delivered.

Wärtsilä also supplies its propulsion control systems (PCS) as part of the propulsion package. The thrust, steering, and auxiliary system functions are all controlled by the Wärtsilä PCS. Panels are connected to the PCS and installed on the bridge. All fast ferries built by Incat are equipped with the Lipstronic 7000 system. Wärtsilä can also supply the Wärtsilä ProTouch system, the state of the art response to today's need for modern and compact control devices.

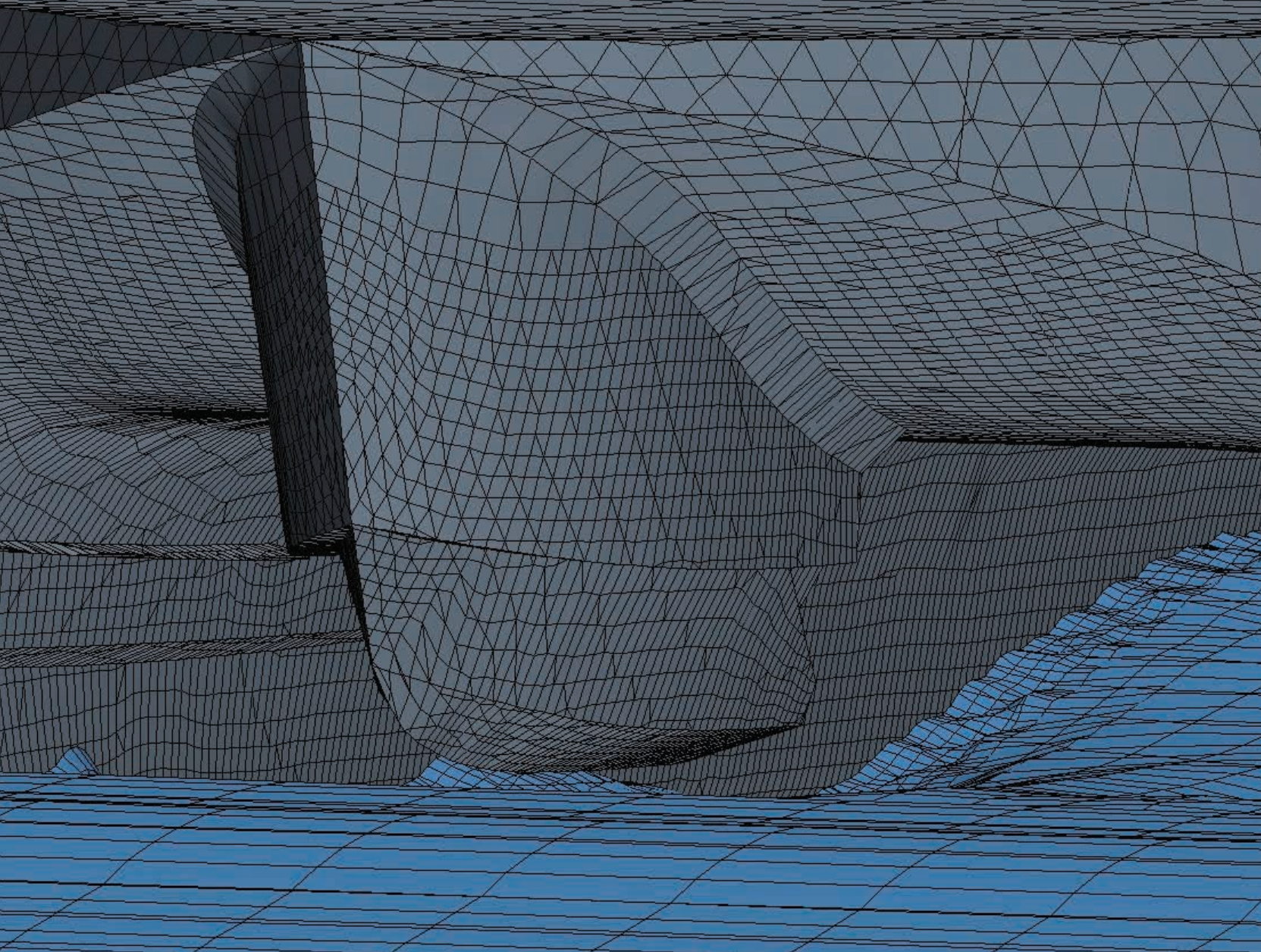


For vessels requiring an engine power of up to 4500 kW, the Wärtsilä midsize waterjets represent an efficient, compact, and easy to install solution. The waterjet is pre-assembled on a skid for direct weld-in or bolt-in connection to the hull, and the inboard hydraulics provide environmental, lifecycle, and ease of maintenance benefits.

Wärtsilä's success in this field is the result of an extensive research programme where the emphasis has been on fine-tuning the pump technology. This has resulted in greater efficiency, less cavitation to minimise both noise and vibration, a reduced environmental impact, and less maintenance. This development work is carried out using market leading hydrodynamic tools, and is based on the company's deep in-house know-how and years of experience.



The Wärtsilä mid-size waterjet.
Plug & Play technology at it's best



A New Chapter 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. 2017 has seen ongoing improvements to hull design and overall a very busy period of design production with multiple new vessel types completed or currently under construction.

Pierre Dennuelin has recently taken over the leadership of the team, replacing Mark Dewey, who has retired after 21 years with Incat and Revolution Design. Pierre has extensive naval architecture and ship production experience and his technical expertise will be invaluable. Although Mark will be greatly missed, he leaves Revolution Design in good hands.

High-speed catamarans – the safest way to travel



Neil Baird has been extensively studying the safety of multihull vessels for some time and has compiled some fascinating statistics, covering the period from 1966–2015.

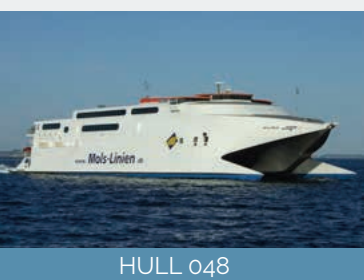
In summary:

- Multihull fast ferries have been involved in significantly fewer fatal accidents and fewer accidents overall than any other type or class of passenger ferries.
- All fatal accidents were attributed to human error.
- The majority of accidents have occurred in countries where the safety regulations are less stringent.
- Multihull vessels represent less than 5% of the total global ferry fleet, but have been responsible for a mere .001% of fatalities.
- Catamarans have not been known to capsize or sink.



Hull 068 Akane

Multihull Ro-Pax Fast Ferries including catamarans are clearly considerably safer than other vessel types.



HULL 048



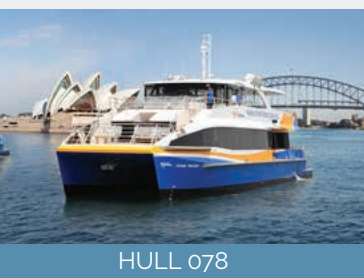
HULL 066



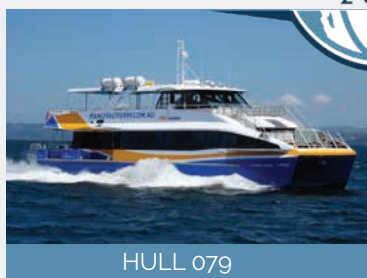
HULL 067



HULL 088



HULL 078



HULL 079



HULL 080



HULL 081





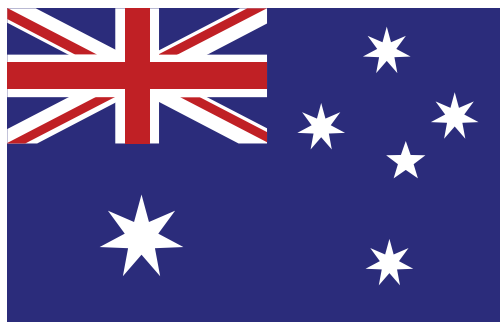
2017 INCAT EMPLOYEES OF THE MONTH

Incat recognises outstanding employees by means of an Employee of the Year competition.

Each month Team Leaders submit their nomination for Employee of the Month and the winner is chosen by a team consisting of the Shipyard Production Manager, the Human Resources Manager and a Company Director.

At the end of the year, the Employee of the Year is chosen from the twelve monthly winners via private ballot, by the entire workforce. The winner is awarded a certificate and generous gifts from Incat and suppliers. It is great to see the high level applications submitted each month, indicating a skilled and dedicated workforce.

INCAT'S BEST PRODUCING *Australia's Best*



Incat is very proud of the 500+ strong workforce at the facility in Hobart, producing the world's best catamarans for both local and international waters.

Incat's earlier successes included providing the first vessels to take tourists to the Great Barrier Reef in the 1980's. Since then, the focus has been on large vessels, exported all over the world. Incat is back in the local Australian market again, providing twelve commuter ferries in recent years, including seven in 2017. It is very pleasing to see Incat-built ferries in Australian waters again.



HULL 078 24 metres



HULL 079 24 metres



HULL 082 35 metres



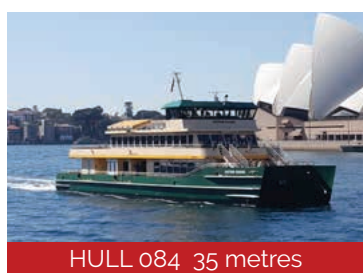
HULL 083 35 metres



HULL 080 33 metres



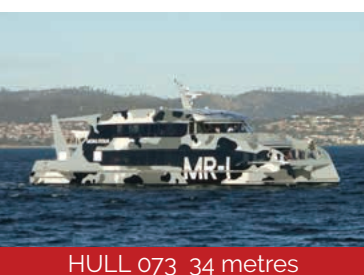
HULL 081 33 metres



HULL 084 35 metres



HULL 085 35 metres



HULL 073 34 metres



HULL 090 35 metres



HULL 086 35 metres



HULL 087 35 metres





Raising the Roof

TO BUILD BIGGER VESSELS

Incat has expanded the size of the world's biggest aluminium shipbuilding hall to enable the construction of bigger vessels.

The Wilsons Shed roof has been raised by two metres for approximately one third of the length so that vessels can be wholly constructed under cover. In the past Incat has needed to delay installation of some items, such as radar, until after launch due to limited height space in the shed.

Covered work space is a vital requirement when building aluminium ships. The weld quality can only be maintained by protecting the work and the workforce from the elements because wind and rain disturb the argon welding shield. The expansion will enable the construction of ships up to 150m long and 32m wide with even higher cargo and passenger decks.



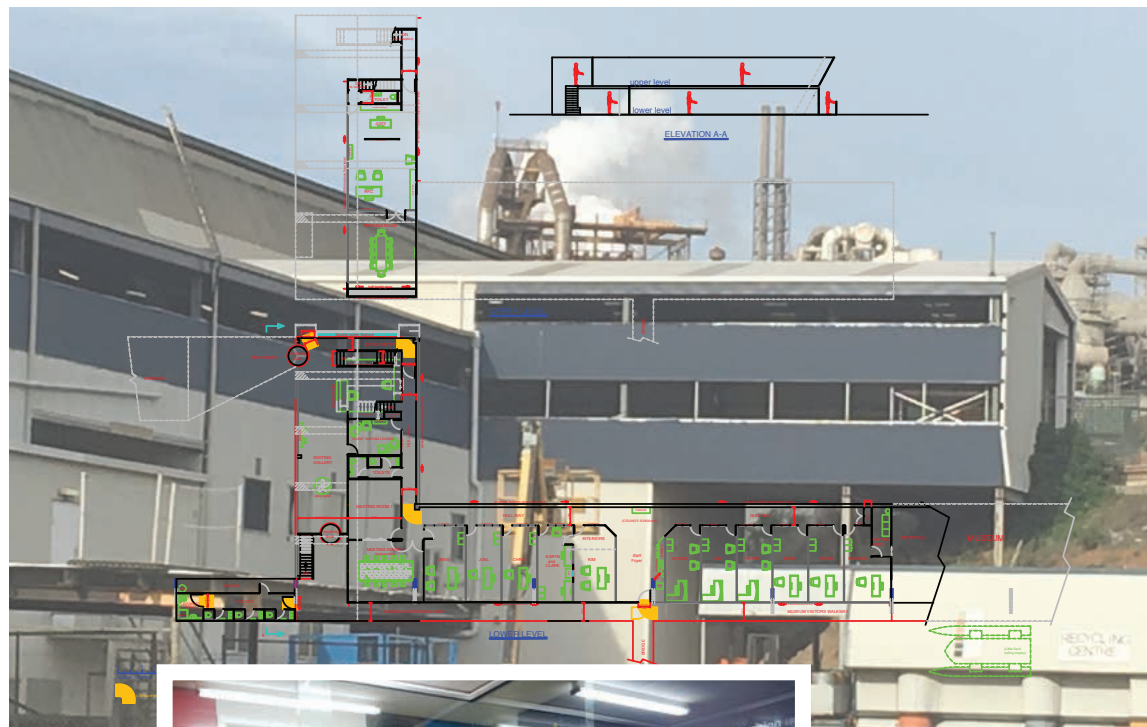
Incat's Wilsons Shed roof has been raised by two metres



OFFICES FOR THE *21st Century*

Since Incat moved to the current site in 1988 the company head office has been situated near the original 'Inches' area. When the much larger Coverdales (1994) and Wilsons (2005) dry docks were built a little further around the bay, it was always intended that head office would move closer to these facilities. This is now becoming a reality, with construction of state of the art offices almost complete. The offices bring together the administrative team and will assist in the cohesion and function of the various departments. It will also enable the public to visit the Tasmanian Fast Ferry Museum, which is housed in the same area.

John Smith, Contractor and
Brett Gadd, Incat Shipyard
Production Manager



Tasmanian Fast Ferry Museum located at Incat



Finance for
Australian
Exporters

Efic is a specialist financier that delivers simple and creative solutions for Australian companies when their bank is not able to help. Our aim is to enable small businesses by helping them to win business, grow internationally and achieve export success.

At Efic we are committed to supporting the growth of Australian businesses internationally - in a way that is ethically, environmentally and socially responsible. We are committed to our stakeholders: our clients, employees, the Australian Government as our shareholder and the wider community. We take our responsibilities to these stakeholders seriously.

We work with a wide range of small businesses all across Australia and from a range of industries. Here is just one example of the solutions we have been able to provide.



HULL 075

mbna
thames clippers



HULL 076



HULL 034

MACNA
الهيئة العامة للغمرات
THE NATIONAL CUSTOMS AUTHORITY



HULL 073

Navigators



HULL 060

**PORT AUTHORITY OF
TRINIDAD & TOBAGO**



HULL 046



HULL 068

SADO KISEN



"Efic's role in providing financial support is an important part of Incat's export business success."

Robert Clifford,
Founder and Chairman, Incat

Australian shipbuilder Incat Tasmania provides environmentally friendly, lightweight ship solutions for ferry operators, special service providers and military.

"We've made a conscious decision to focus on eco

operations and fuel efficiency, and continue to develop a range of lightweight, environmentally friendly fuel-efficient ships carrying heavier vehicle loads than ever before and at the lowest operational costs," says Incat's Founder and Chairman, Robert Clifford.

The company has an extensive history in Tasmania, and has come a long way since the September 1977 launch of the first high-speed catamaran at Prince of Wales Bay in Tasmania.

Over the past 25 years, Efic has supported over 20 vessel financings for Incat, and has seen the business grow and develop over this time.

This year, Efic provided two loans to Incat Tasmania to support the delivery of two 100+ metre, high-speed, wave-piercing catamarans for European operators Virtu Ferries and Naviera Armas, with a combined contract value of approximately EUR150 million.

"Virtu Ferries is amongst the oldest, most respected and most discerning fast ferry operators in the world. They operate a variety of high-speed craft services throughout the Mediterranean and Adriatic. This vessel is intended for their year-round lifeline service between Malta and the European Union," says Robert.

"Our vessels are well proven around the world in rough water conditions. In wanting to offer their passengers the very best in reliability and comfort, Naviera Armas sought the qualities of the wave-piercing catamaran, and even compared with their earlier Incat vessels this new generation craft for Armas will be a real step-up in terms of passenger comfort and economies of scale."

The global ship construction industry is highly competitive and securing large contracts can add pressure to business cashflow.

"Efic's role in providing financial support is an important part of Incat's export business success. Australia is recognised as a world-leading manufacturer of large high-speed lightweight craft. It is a challenging industry, and would be even more so without the support of major Export Credit Agencies. Efic's support for the construction of these new ferries has unquestionably assisted Incat in delivering these major orders," says Robert.

Khalil Khiran, Director Corporate, Sovereign and Project Finance at Efic, managed the arrangement with Incat, "Our long history with Incat is a testament to their success over the years. When working on large projects like this it is pleasing to see the impact made within the local community."

"With a 550-strong workforce at their Hobart shipyard, Incat Tasmania is expecting to increase this to over 700 at the peak of the production process for these two vessels, making it one of the largest private sector employers in Tasmania. This is fantastic news for the region," says Khalil.

Efic's financial assistance has also enabled Incat to positively plan its forward order position, "With a fast ferry market that is the best it has been for the past 10 years, we are aggressively pursuing new opportunities which will provide medium to long term certainty for our growing workforce well into the mid-2020s," says Robert.



HULL 090

PORT PHILIP
FERRIES



HULL 072

STAVA BAT
& DYKKER SERVICES

Naviera ARMAS



FROM SAILING SHIPS TO RORO FERRIES

Naviera Armas was established in 1941 and has become a very prominent shipping company in the Canary Islands. Beginning in Lanzarote, it has used more than 50 vessels over the years, thanks to the work of Antonio Armas Curbelo. He started working with wooden hull boats, pure sailing boats and motor sailers, then later on included steel hull ships with diesel propulsion and steam engines into the fleet, thus expanding the commercial activity of the company beyond the borders of the islands.



Volcan de Teno (056)



Volcan de Tirajana (062)



Diana 1947-1972



Antonio Armas 1966-1982



Puente Canario 1981-1993



Alboran (052)



Antonio Armas at the site of his new port facility

His son, Antonio Armas Fernández, picked up the baton from his entrepreneurial father and is currently the chairman of the company. Thanks to his initiative the first roll-on/roll-off vessels were introduced into the Canary Islands in 1975, with the purchase of two ships, which covered the inter-insular routes.

In 1995 there was a significant change in the company's strategy when it entered the passenger and freight market. Four vessels were built, which were given names of volcanoes in the Canary Islands. These four ships involved a large investment and were the latest generation ships that enabled the Canary Islands to spearhead regional maritime communications in Europe.

More recently, Naviera Armas has acquired three Incat vessels and with the purchase of a newbuild 111m Incat vessel, Naviera Armas will be at the forefront of the latest fast ferry technology.



NAVIERA
ARMAS

Hull 091

The new vessel for Naviera Armas is one of Incat's new generation high speed wave piercing catamaran range and will operate in Spanish waters when delivered in early 2019.

Seeking to present a new concept of fast ferry service in Spain, Naviera Armas is actively investing in high speed craft. This new vessel will be the fourth Incat craft to join the Naviera Armas fleet in as many years, following *Volcán de Tirajana* (Incat Hull 062, 98 metre), *Volcán de Teno* (Incat Hull 056, 96 metre) and *Alboran* (Incat Hull 052, 96 metre) chartered in 2017.

This new Incat 111 metre will provide a service speed of 35 knots (65km/h) and accommodate 1200 persons including 155 persons in business class. It will also be the first high speed ferry in southern Europe to feature a dual vehicle deck allowing cars and freight to be transported separately. The main deck has capacity for 595 truck lane metres with a 4.6 metre clear height and the upper deck will accommodate 215 cars.



HULL 023



HULL 025



HULL 026



HULL 028



HULL 035



HULL 042



HULL 044



HULL 061



ZF TRANSMISSIONS

powering Incat

FOR MORE THAN A DECADE, ZF SERVICES AUSTRALIA AND THE INCAT TASMANIA TEAM HAVE WORKED TOGETHER TO DELIVER HIGHLY ADVANCED AND SPECIFIED, WORLD LEADING VESSELS.



The ZF and Incat collaboration began with the construction of the 112m catamaran at the Hobart shipyard, the first of which went into service with Japanese operator Higashi Nihon Ferry in 2007 as hull 064 with 4 x ZF 60000 NR2H gearboxes.

Following the successful venture with hull 064, hulls 065, 066 and 067 were all fitted with quad horizontal offset light-weight ZF gearboxes.

By 2008 Incat had built almost 40% of the world's high speed vehicle-passenger ferry fleet over 50 metres in length, with ZF Transmissions fitted to the majority of vessels as the global market leader in passenger ferries. In deadweight terms Incat has built 60% of the world's high speed ferries with capacity over 750 tonnes.

Proving that Australian ship-yards can compete on the international scene, Incat went on to secure two smaller ferries for operation in London's Thames River. These ferries presented some unusual challenges for Incat to meet the operating criteria of the operator and the rules and regulations of the Thames waterways, and is evidence that Incat's design, construction expertise and experience in such vessels is globally valued. These ferries were powered by Scania engines with ZF 2000 series gearboxes driving water-jets.

A 70m fast crew boat for the Caspian Sea in Azerbaijan, hull 074 named *Muslim Magomayev* was fitted with 4 x ZF 9050 NR2H horizontal offset light weight gearboxes and continues in service servicing the oil and gas fields.

Most recently, Incat Tasmania's latest Australian built ferry, *Express 3* utilises four ZF 60000 NR2H transmissions as part of its highly advanced specification.

Based on the original successful 112m *Express 1* & *Express 2* Incat-built designs, this entirely-new generation of fast ferry has been redesigned to be smaller, smarter and more efficient both mechanically and operationally, resulting in a weight saving of just over 100 tonnes.

Express 3 is capable of carrying up to 1,000 passengers and crew, together with 411 cars or up to 227 cars with 610 metres of truck space.

Power comes from four 9,100 kW engines mated to a quadrant of ZF 60000 NR2Hw transmissions, driving four waterjets, to a top speed of 43 knots with 600 tonnes of deadweight.

ZF's high-performance ZF 60000 NR2H transmission utilises a robust lightweight seawater-proof aluminium casing, capable of withstanding high loads under extreme operating conditions.

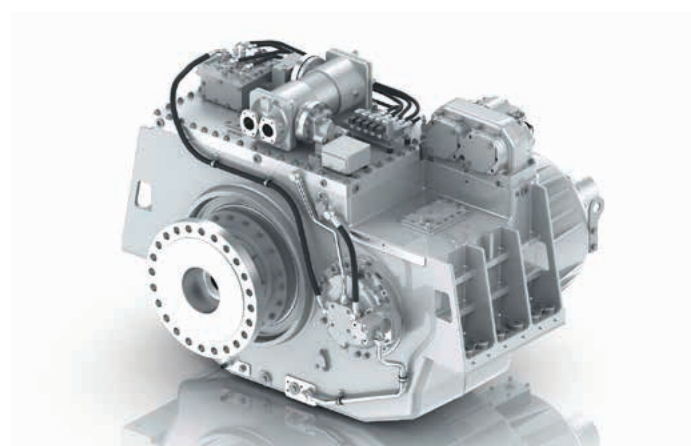
In *Express 3* the four ZF transmissions feature reduction ratios optimised for jet shaft speed and this, together with the revised mechanical and structural layout of the new design, combine to deliver vastly improved speed and fuel consumption.

ZF Services Australia's long association with the Incat Tasmanian team has also seen a new order placed for another four ZF 60000 NR2H transmissions for hull 089, for Virtu Ferries of Malta, due for completion in 2018.

The ZF Marine range of transmissions are the best in class for fast passenger ferries due to their compact, light-weight design that offers a wide selection of reduction ratios to suit various propulsion requirements.

The Incat design is indeed one of constant evolution. With each incremental increase in waterline length comes a myriad of modifications to the hull and structure, however the vessels within each generation are far from identical with a range of configuration, fit-out, and performance variations evident.

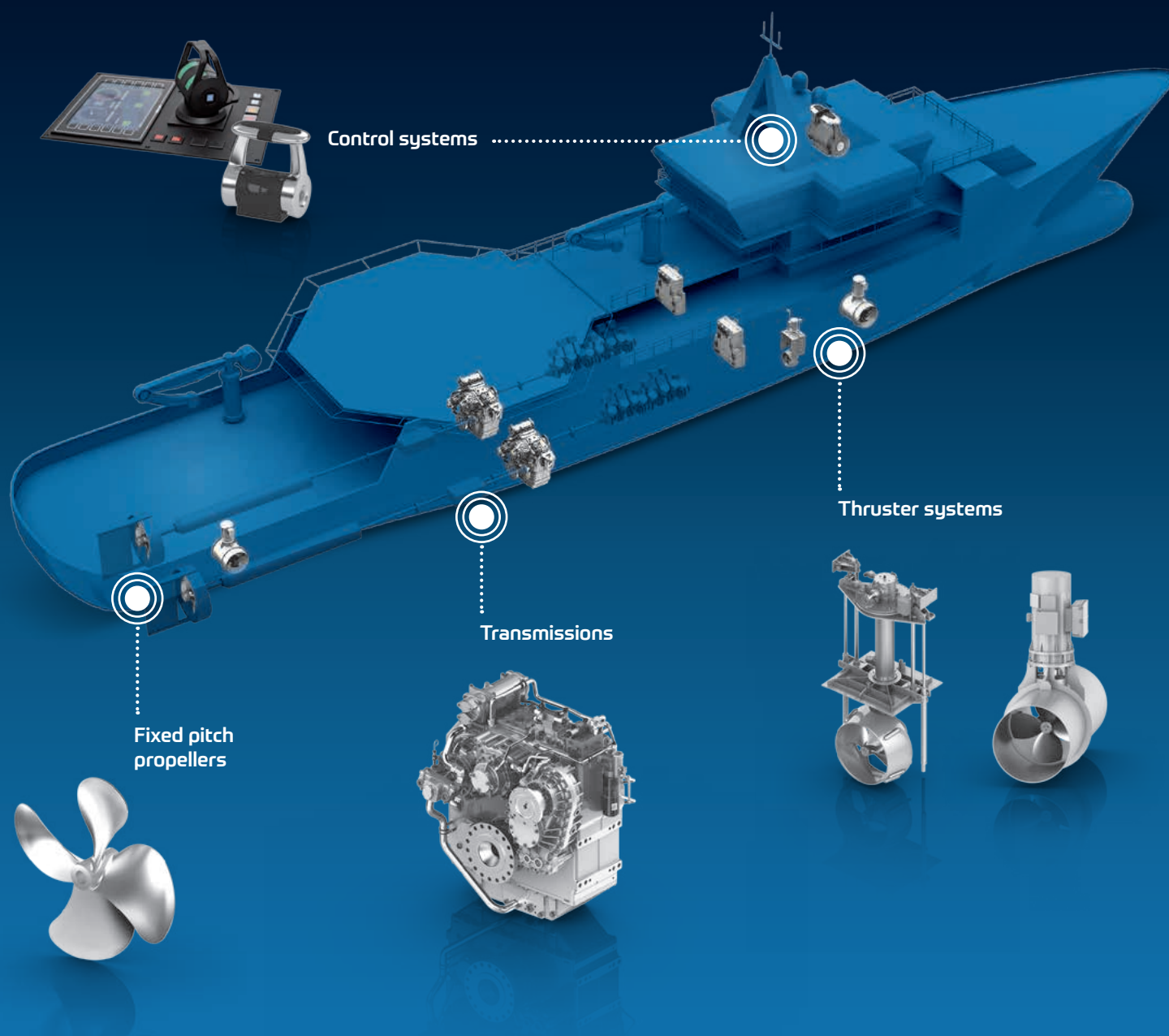
The future looks bright for Incat with vessel diversification and ZF Services Australia is proud to have a strong relationship with such a globally recognised company.



ZF's high-performance ZF 60000 NR2H transmission

ZF is Propulsion.

Committed to innovative and dependable propulsion systems.



ZF Marine supplies propulsion systems and components for vessels in a power range from 10 to 14,000 kW to customers including major shipyards and engine manufacturers worldwide. The application range includes motor yachts, defense craft, high-speed ferries, workboats and commercial vessels. ZF is dedicated to providing customers the best possible service, either onsite or at one of many technical service centers located around the world. Factory trained technicians, latest testing technology and the use of genuine spare parts ensure quality service and reliable local support at all times. **For more information visit ZF.com/marine**



PUTTING FACES TO NAMES



CEO

Tim Burnell commenced working at Incat in 1996 as Administration Manager for a Chinese high speed craft new build program. In 1998, he served as a Watch Navigator aboard Catlink V during the successful attempt on Transatlantic Blue Riband. From 1998 to 2002, he was Operations and Commercial Manager for all Incat group owned vessels throughout the world covering drydockings, delivery and transit voyages.

Tim again ventured overseas in 2002. Firstly undertaking a role as Project Manager for Fitzroy Yachts of New Zealand, constructing a private super yacht. Latterly as Operations Manager at TSI of United Kingdom.

Tim returned to Incat in 2006 as Commercial Manager/ Supply Contracts Manager. In 2008, he became a consultant to Maatsuyker.

Tim has recently returned from Europe and accepted the position of Incat Tasmania CEO. He will manage the sales department and have responsibility for production and the day to day running of the shipyard.

A world champion sailor, Tim has competed in dinghies through to maxi yachts and has completed more than 30,000nm of competitive offshore racing.

Project and Ship Manager



Richard Hewson was born and bred in Tasmania and has worked onboard ships and in shipyards around the world gaining accreditation as a Master Mariner and Marine Engine Driver III. He is also a qualified Marine Surveyor and has a BSc in Oceanography. Richard returned to Tasmania this year to work for Incat as Project and Ship Manager.

HR Manager



Richard Lowrie is Incat's Human Resources Manager and is responsible for ensuring we have the men available to build our quality boats. Richard started with the company over 21 years ago in the role of Sales and Marketing Manager. Going from wining and dining to hiring and firing is certainly full of challenges especially in the ship building industry.

Award Winning Apprentices



All Certificate III in Engineering (fabrication trade)

Taran Ocean (3rd year) Lew Fowler Award - Winner of the Rotary/ TAFE award (in fabrication 2016 - 2017)

Kayden Stafford (4th year) World Skills Tasmania - Winner of Tasmanian Welding competition 2017

Brady Bennett (4th year) Awarded Incat Apprentice of the Year 2016 (nominated by his Team Leaders & Works coordinators)

QA Manager



Dan Menis started working at Incat in July 2017 and oversees vessel certification and system assurance/improvement requirements across the build program. In addition to having served as a submariner, Dan has held several Quality Management roles in ship construction and maintenance, across both defence and commercial sectors.

Financial Controller



Elle Baker was appointed as Incat's Financial Controller in March 2017. Elle grew up in Tasmania and graduated with a Business degree in Hobart before moving to Melbourne and travelling abroad for career opportunities.

Elle is a Chartered Accountant and has worked in assurance and advisory in the United States in Houston and Seattle primarily specialising in oil and gas and construction industries.

Elle's work at Incat encompasses a broad range of financial management responsibilities - from financial reporting and analysis, compliance and management of the finance and IT teams.

Stores Manager



Wayne Doyle started at Incat as a labourer at the plate store in 1990 and operated the plasma cutter for 3 years. He moved to the purchasing department in 1996 looking after the extrusion stores & reporting on man hours. He has been Stores Manager since 2016 overseeing the Inward Goods department's five stores and the two extrusion stores.

Fitout Manager



Richard Gunn started with Incat in 1990. On his first day his Works Coordinator said "You're tall, you can do the ceiling!" He has always been involved with interior fitout and now quantifies, oversees and manages the department. He has enjoyed the opportunity to travel around the world and has also enjoyed being involved with many special projects. "No two days are alike."

2016 Employee of the Year



Rob Hadolt started with International Catamarans at the Evans Street site in 1988 as an Apprentice Boiler Maker Welder. In his position, Robert has travelled to many places including Canada, Gibraltar, Barcelona and the Canary Islands to assist with vessel maintenance.

Robert spends most of his time at work building the jet rooms, but also works on most vessels in the yard from the 24m through to the 112m. He sees his biggest achievement as helping build a 17m yacht for one of Incat's engineers, which was a very complex build.

Robert was a very worthy winner of 2016 Employee of the Year, and although very happy to receive the many gifts, he says he received a lot of "stirring" from the boys.

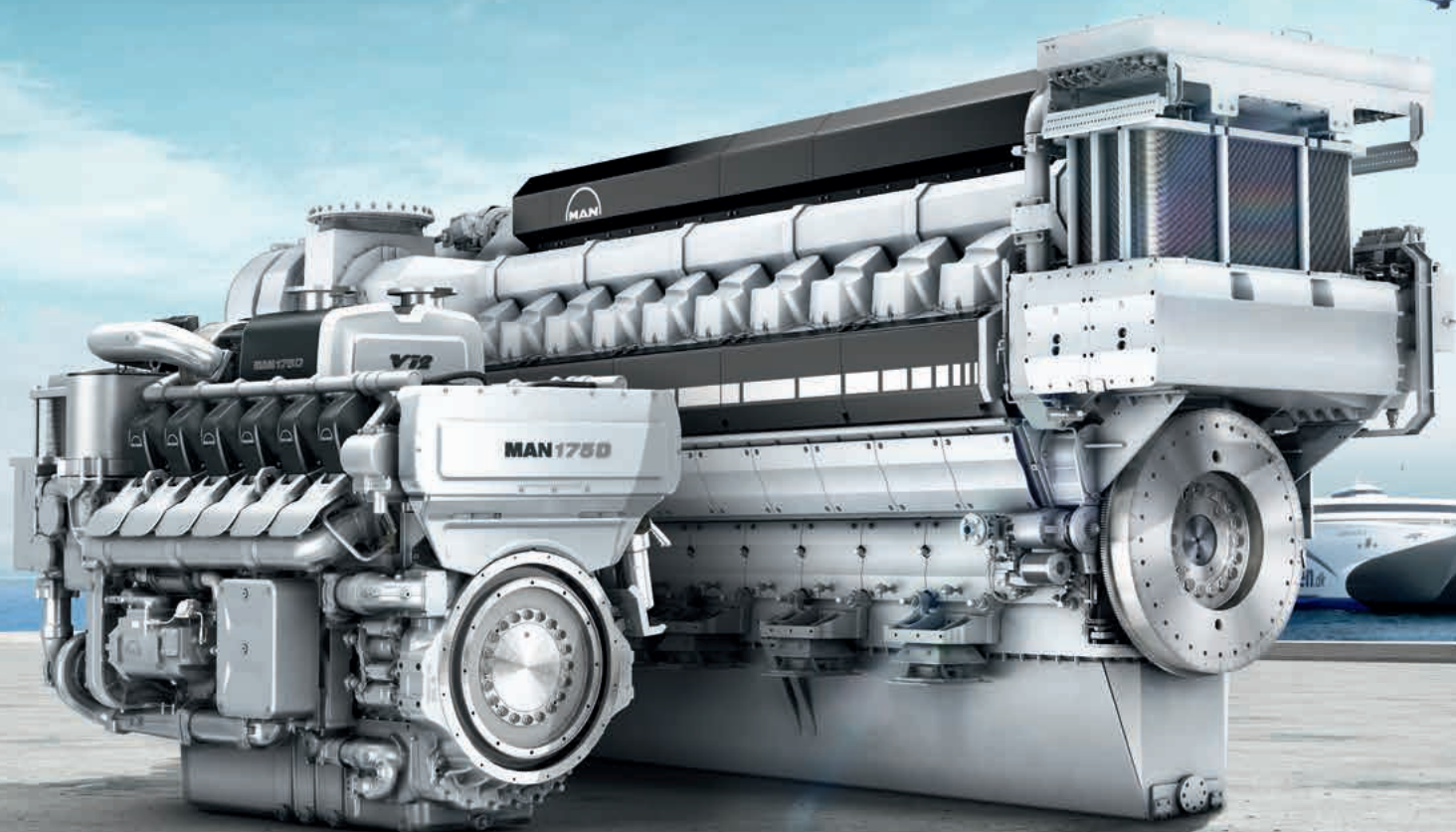
Electrical Manager



David Casey has been an Electrical Design Draftsperson with Incat since 1992. He has moved through a number of work areas, completing an electrical apprenticeship then moving into the Quality Assurance office. More recently he has taken on the position of Manager of Electrical and Electronics.

Wave Piercing Power

High speed engines for high speed ferries



Complete Propulsion Packages Dual Fuel Engines & LNG Fuel Gas Supply Systems Hybrid Power Systems Emission Reduction Technologies MAN PrimeServ

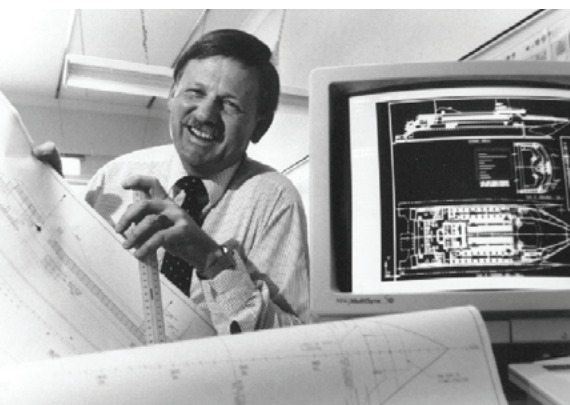
MAN Diesel & Turbo is the world's leading designer and manufacturer of two-stroke and four-stroke diesel engines – with an extensive portfolio of package solutions for high speed ferry applications including the MAN 175D and MAN 28/33D STC engines. Our eco-friendly and cost-effective solutions rely exclusively on state-of-the-art design, robust components, and reliable technology. Our high power-to-weight ratios and compact designs make MAN Diesel & Turbo engines the first choice for high speed ferry operators across the globe. Find out more at www.marine.man.eu

Engineering the Future – since 1758.

MAN Diesel & Turbo



Vale Phil Hercus



It was with sadness that Incat noted the passing of esteemed designer and great Incat friend, Phil Hercus in September 2017. As the founder of Incat Designs, Phil is one of the forefathers of Incat Crowther, and indeed the marine design industry in Australia. He was awarded the Order of Australia in 1995 for his services to the industry.

Those with memories of the early days at Incat will know the vital role Phil played in the establishment of the business. As partners, Phil and Robert took the young Incat from ferries in Hobart, to mainland Australia and thereafter around the world. Whilst Phil and Robert went their separate business ways in the late 1980's, with Phil concentrating

on his very successful naval architecture firm in Sydney and affiliations overseas, everyone remained on very good terms and took great pride in each other's successes.



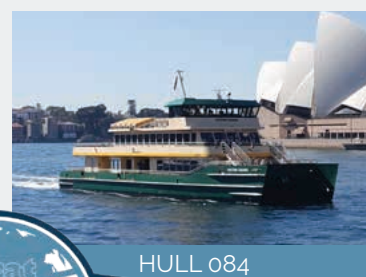
Phil Hercus with Robert Clifford at the 2000 Clunies Ross Awards



HULL 082



HULL 083



HULL 084



HULL 085



HULL 086



HULL 087



HULL 065



HULL 047



HULL 064





INCAT'S WORLD FLEET

HULL	TYPE	TRADING NAME	OWNER/OPERATOR	DESIGNATED ROUTE/LOCATION
092	33m	TBA	Manly Fast Ferry	Sydney Harbour
091	111m	TBA	Naviera Armas SA	TBA
090	35m	TBA	Port Phillip Ferries	Melbourne - Portarlington
089	110m	Saint John Paul II	Virtu Ferries	For service for Malta
088	109m	Express 3	Molslinjen	Aarhus – Odden Ebeltoft – Odden, Denmark
087	35m	Ferry McFerryface	Transport for NSW	Sydney Harbour
086	35m	Bungaree	Transport for NSW	Sydney Harbour
085	35m	Pemulwuy	Transport for NSW	Sydney Harbour
084	35m	Victor Chang	Transport for NSW	Sydney Harbour
083	35m	Fred Hollows	Transport for NSW	Sydney Harbour
082	35m	Catherine Hamlin	Transport for 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, UK
075	35m	Galaxy Clipper	MBNA Thames Clippers	River Thames, London, UK
074	70m FCB	Muslim Magomayev	Caspian Marine Services	Baku – Caspian Sea, 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, Sado Island, Japan
067	112m WPC	Express 2	Molslinjen	Aarhus - Odden Ebeltoft - Odden, Denmark
066	112m WPC	Express 1	Molslinjen	Aarhus - Odden 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 Wagon Group	Keelung - Taipei, Taiwan – Fuzhou - Pingtan Island China



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
063	17 m Liveaboard	Sixty Three	17m Projects Pty Ltd	Hobart, Tasmania
062	98 m WPC	Volcan De Tirajana	Naviera Armas SA	Puerto de la Estaca - Los Cristianos, Canary Islands
061	98 m WPC	Swift	Seajets	Refit, Greece
060	98 m WPC	T&T Spirit	Port Authority of Trinidad & Tobago	Port of Spain - Scarborough, Trinidad & Tobago
059	98 m WPC	Hai Xia Hao	Fujian Strait Ferry Corporation	Taichung - Taipei, Taiwan - Pingtan Island, China
058	98 m WPC	Milenium Dos	Acciona Trasmediterránea S.A	Algeciras, Spain - Ceuta, Morocco
057	98 m WPC	Normandie Express	Brittany Ferries	Cherbourg, France - Portsmouth, UK
056	96 m WPC	Volcan de Teno	Naviera Armas SA	Motril, Spain - El Hoceima, Morocco
055	96 m WPC	Bentago Express	Fred. Olsen, S.A.	Morro Del Jable - Las Palmas (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	Naviera Armas SA	Canary Islands
051	96 m WPC	Bonanza Express	Fred. Olsen, S.A.	Santa Cruz de Tenerife - Agaete (Gran Canaria)
050	96 m WPC	Manannan	Isle of Man Steam Packet Company	Douglas - Liverpool, UK
NF08	80 m K50	Harmony Flower	H Ferry (Dae-A Express Shipping)	Incheon - Socheong - Daecheong - Baekyoung Island, South Korea
049	91 m WPC	Fjord Cat	Fjord Line	Kristiansand, Norway - Hirtshals, Denmark
048	91 m WPC	Max Mols	Molslinjen	Aarhus - Odden Ebeltoft - Odden, Denmark
047	91 m WPC	Express	Viking FSTR	Helsinki, Finland - Tallinn, Estonia
046	91 m WPC	T&T Express	Port Authority of Trinidad & Tobago	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 1	Seajets	Multiple routes, Greece
043	86 m WPC	Tarifa Jet	Ferrys Rapidos del Sur	Tarifa, Spain - Tangier, Morocco
042	86 m WPC	Champion Jet 2	Seajets	Multiple routes, Greece
041	81 m WPC	Jaume III	Baleària	Valencia - Sant Antonio - Denia
040	81 m WPC	Ocean Flower 2	Bridgemans Services Group	TBA
039	Solar	R & D Craft	Tasmanian Fast Ferry Museum	Permanent Display, Hobart, Tasmania
038	81 m WPC	Jaume II	Baleària	Algerciras - Ceuta
037	78 m K50	Sun Flower	Dae-A Express Shipping	Pohang - Uleung Island, South Korea
036	70 m K55	Juan Patricio	Buquebus Aliscafos	Buenos Aires, Argentina - Colonia, Buenos Aires



HULL	TYPE	TRADING NAME	OWNER/OPERATOR	DESIGNATED ROUTE/LOCATION
035	78 m WPC	Mega Jet	Seajets	Multiple routes, Greece
034	78 m WPC	Fares 2	Maritime Company for Navigation	Saudi Arabia
033	78 m WPC	Jaume I	Baleària Bahamas Express	Fort Lauderdale, Florida – Grand Bahama Island
032	74 m WPC	Atlantic III	Buquebus	Buenos Aires, Argentina – Colonia, Uruguay
031	74 m WPC	Seacat Moorea		Phnom Penh, Cambodia
030	74 m WPC	Hanil Blue Narae	Hanil Blue Express	Jeju-do Island - Wando, South Korea
029		R & D Craft		
028	74 m WPC	Naxos Jet	Seajets	Multiple routes, Greece
027	74 m WPC	Atlantic Express	Colonia Express	Buenos Aires, Argentina – Colonia, Buenos Aires
026	74 m WPC	Master Jet	Seajets	Multiple routes, Greece
025	74 m WPC	High Speed Jet	Seajets	Multiple routes, Greece
024	74 m WPC	Pinar Del Rio	Baleària	Almeria – Melilla Spain
023	74 m WPC	Sea Speed Jet	Seajets	Multiple routes, Greece

VESSELS PRIOR TO 1990 (Original names)

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 Roylen

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

Jet powered comfort and reliability

OPTIMAL
EFFICIENCY

LEADING
HYDRODYNAMIC
EXPERTISE

REDUCED
MAINTENANCE
NEEDS

WIDE RANGE
FOR VESSELS BIG
AND SMALL

Our first waterjet delivery for
the Incat hull 025 in 1990.

CONNECTING THE DOTS

Wärtsilä waterjets have been developed in line with the latest operating demands for fast ferries, naval vessels, workboats and luxury yachts. With options ranging from 500 to 50,000 kW, Wärtsilä waterjets enable vessels to meet and exceed the performance levels required for today's competitive operating environment.

We are proud that Incat has chosen Wärtsilä to be their supplier of the 166 waterjets in Incat vessels all over the globe.



