

Saint John Paul II
VIRTU FERRIES

Naviera Armas
Hull 091 Interiors

INCAT AROUND THE GLOBE

Jet powered comfort and reliability

OPTIMAL EFFICIENCY

LEADING HYDRODYNAMIC EXPERTISE

REDUCED MAINTENANCE NEEDS

WIDE RANGE FOR VESSELS BIG AND SMALL

Incat hull 068, equipped with 4 Wärtsilä LUX1100SR waterjets

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 178 waterjets in Incat vessels all over the globe.



Chairman's Message

In September 1977 (41 years ago) the first high speed catamaran was launched. All the learned experts had predicted that no vessel could exceed the well accepted laws of naval architecture. Meaning in effect that the maximum hull speed would be no more than 16 knots and leave behind a huge wake. How wrong they were! The *Jeremiah Ryan* made 26.1 on trials exactly as predicted by my then partner Phil Hercus.

At the time I was convinced that this major breakthrough in ship design would take the world by storm. Oh for the joy and optimism of youth.

The next two years were spent in the wilderness as customers could not see the merit of this remarkable but odd looking craft. Then along came George Galanopolos who ordered two ships. A breakthrough? Not quite.....his deposit cheque bounced and George disappeared but not before we had decided we needed a name for our new company. International Catamarans was born, but with a negative cash flow as we paid fees on the bounced cheque!

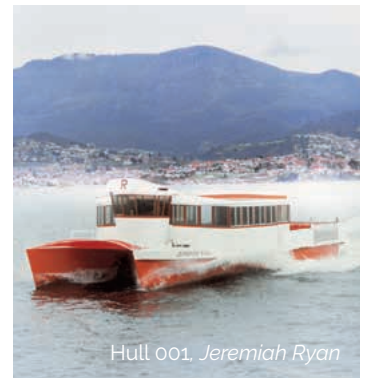
Two years later our first aluminium catamaran was launched and on the delivery voyage to North Queensland we sold five more. Away at last.

Developments have continued to see bigger and better ships leave Tasmania and we are proud to be Australia's largest and most productive commercial shipbuilder, exporting our product to the world.

The order book for 2019 is solid. We look forward to multiple deliveries and more to follow in 2020 and beyond.



Robert Clifford
Chairman



Hull 001, *Jeremiah Ryan*

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2019-2020

DELIVERY PROGRAM ▶▶▶



089
110m



091
111m

INCAT 2019-2020

Incat has a full delivery schedule. At the beginning of 2019, Virtu Ferries from Malta took delivery of their new 110m vessel; in mid-2019 we will deliver a 111m vessel to Spanish operator Naviera Armas and by the end of the year another 35m vessel will be delivered to Port Phillip Ferries.

Incat's customers represent a broad cross sector of leading global ferry operators who operate high speed services on river, harbour, coastal and seagoing segments of the ferry market.

Aside from our on-time, on-budget and reliable deliveries, Incat is renowned the world over for our build quality, seakeeping, fuel efficiency and for the industry leading residual values that our vessels achieve in the second hand market.

This publication stands as a testament not only to our dedicated workforce but importantly to the visionary ferry operators and their experienced crew who, in providing their reliable year round ferry services, have played such a vital role in reducing air, road and rail congestion. These marine 'blue highways', offering panoramic views from the light and open vessel interiors, are without any shadow of a doubt, the most enjoyable and time efficient mode of public transport. We have highlighted the spread of Incat vessels in our 'Incat Around The Globe' feature throughout this publication.



095
35m

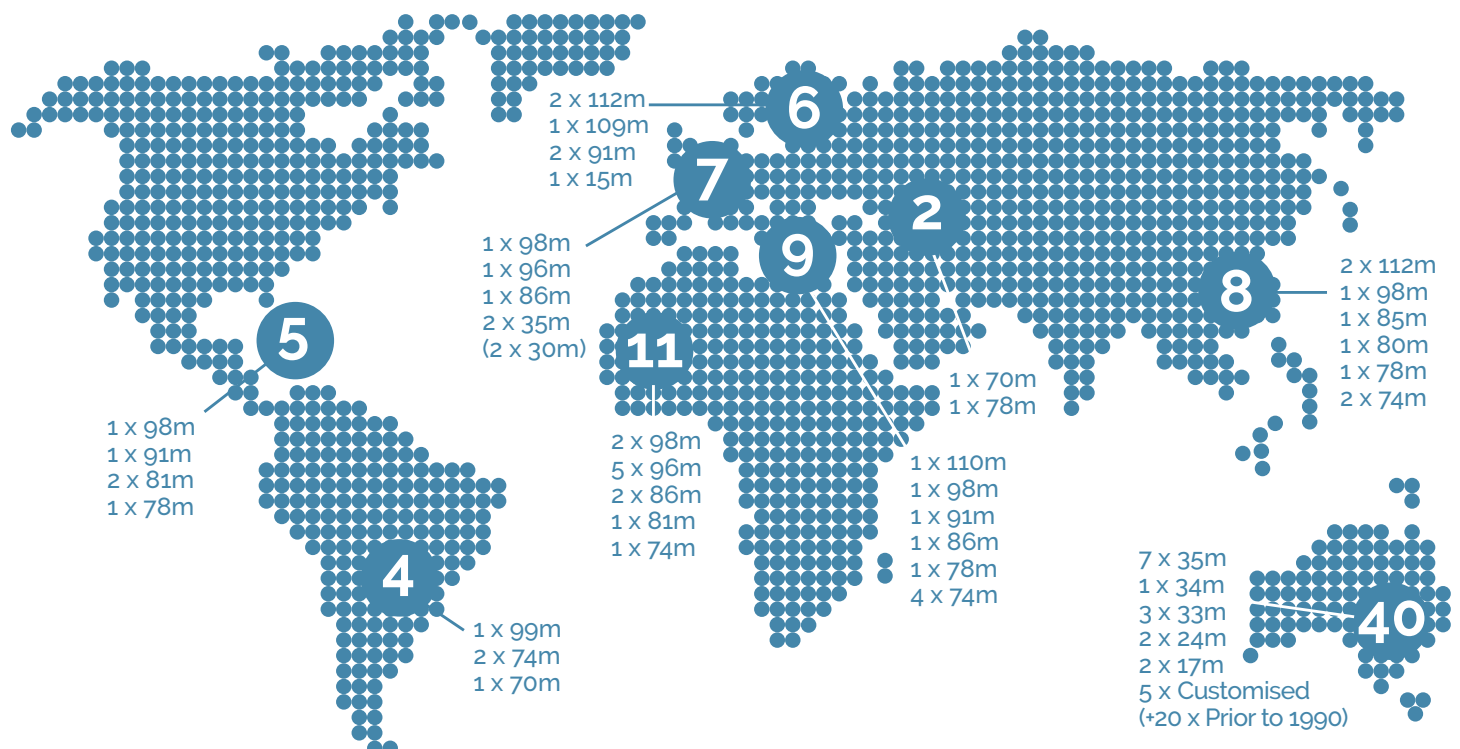


093
111m



094
100m

INCAT AROUND THE GLOBE





CEO Report



I don't believe it would be an understatement to describe 2018 as both our most challenging and yet also our most productive 12 months for well over a decade.

During November we booked our one millionth work-hour for the year, a mark that has not been reached for well over ten years and is a fourfold increase from only four years ago.

Whilst only one vessel was delivered in 2018, Hull 092 for Manly Ferries, we were busy constructing a further three 110+ metre vessels for European clients.

Whereas twenty years ago a shipyard may have recommended to a customer what vessel may suit them best, it is now, rightly so, the customer specifying to shipyards exactly what they would like. One such customer is Virtu Ferries, a very experienced and exacting operator who know exactly what the travelling public demand. In working very closely with Virtu our production team have achieved a level of perfection rarely seen on a high speed craft and I am very proud to say that our workforce rose to the challenge. The Incat bar of workmanship has once again been raised.

2019 promises to be as busy as 2018. We have Hull 091 due for delivery within the first half of the year, a second 35m vessel to deliver, the continuation of a 111m vessel for delivery in 2020 and the commencement of a 100m ship for the Government of Trinidad and Tobago.

I would lastly like to congratulate our 2018 Employee and Apprentice of the Year Mark Roach and Dallas Jacobs, two extremely deserved awards of which they can be very proud.

Tim Burnell
CEO, Incat Tasmania Pty. Ltd.



Joel Scarr, Incat Legal Manager & Tim Burnell, CEO with Mario Buhagiar, Virtu Ferries



Hull 089

Saint John Paul II

Incat Hull 089, *Saint John Paul II*, was delivered to Maltese company Virtu Ferries in January 2019. The vessel will ferry over 900 passengers plus vehicles between Malta and the Italian island of Sicily. At 110 metres, she will be the largest RoPax catamaran on the Mediterranean.

7 x Incat Hulls

Hull 076
Hull 075
Hull 057
Hull 050
Hull 045
(021)
(022)



NORTH WESTERN EUROPE

When it comes to high speed vehicle-passenger ferries Incat continues to dominate across Europe with 30 catamarans in service. On three Northern European routes large Incat vessels have played important roles for many years and on some of the most exposed routes around the British Isles. At the other end of the scale, two of Incat's smaller vessels are prominent on London's River Thames operating within a 'Blue Highway' fleet that carries over 4 million passengers per year.

7

1 x 98m
1 x 96m
1 x 86m
2 x 35m
(2 x 30m)

incat
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GLOBE



Introducing Saint John Paul II

With an improved hull shape and centrebow, alongside passive ride control and yaw fins, this evolution of the Incat wave piercing catamaran, measuring in at 110 metres, promises speed, comfort and efficiency upon first glance.

Incat 089 can accommodate 924 passengers and crew whilst offering 490 truck lane metres, or space for 167 cars. Loading of the vehicle deck can be achieved through either the use of the aft shore ramp or the forward ramp located on the port bow quarter. Passengers on foot can access the vessel through a dedicated access door, also located on the port side. Passengers can then easily move upwards towards two accommodation decks by using both stairwells on port and starboard sides. There is also a lift on the port side around midships, providing ambulant and wheelchair bound passengers easy access to both accommodation decks.

Comfort of the crew is catered for with accommodation located below decks both port and starboard. Port side accommodation is for the ships' officers, with officers' rooms featuring ensuites.





Upon entering the Tier 2 passenger deck, passengers are greeted by a bright and spacious atrium drenched in natural light from the skylight overhead. Both decks are appointed with plush signature carpet, barrisol ceilings, stainless steel fixtures and reclining chairs, giving the passenger areas a feeling of luxury, comfort and quality. All internal bulkheads are finished with high quality wood finished laminate panelling, adding to the fitout's luxurious feel. Walkways covered in contemporary, durable wood vinyl flooring invite passengers fore and aft towards the main seating areas and bars. Each indoor seating area offers a flexible mix of seating and tables.

At the aft end of Tier 2, there is an outdoor seating area for 96, or passengers can seek comfort within the air conditioned indoor seating areas. Both the forward and aft seating areas are serviced by individual bars where passengers can relax, enjoy the views on offer or the TV entertainment provided. The inclusion of another skylight provides a light and airy feel to the aft space, with tub seating arranged below.



Within the mid cabin there is a designated drivers' lounge, offering a relaxing space for weary long-haul drivers. This area also houses dedicated male and female toilets, a shop and a club style seating and gaming area surrounding the atrium stairs.





Aft, Tier 3, Saint John Paul II, Hull 089



The forward cabin provides passengers with a bar, dedicated male and female toilets, Purser's office and disability toilet. All toilets on board feature hygienic airblade hand dryers, with the disability toilet also offering a baby change table. The dominant feature of the forward seating area is the panoramic view on offer through the curved forward windows, giving passengers a near 180 degree view during the voyage.

Moving upwards to the second accommodation deck, business class passengers are greeted by a refreshment kiosk and bar. Outdoor seating is again provided, whilst indoors there is a relaxed atmosphere aft, with tub seating and corner lounges. The remaining seating comprises comfortable high backed reclining chairs, all seats are upholstered in tan and aqua, with tables between.

To the fore of this deck, two exclusive 8 seat VIP areas are housed on the port and starboard sides, separated from the main cabin by 1.6 metre high glass dividers. There are also male and female toilets located forward on this deck.

5 x Incat Hulls

Hull 060
Hull 046
Hull 040
Hull 038
Hull 033



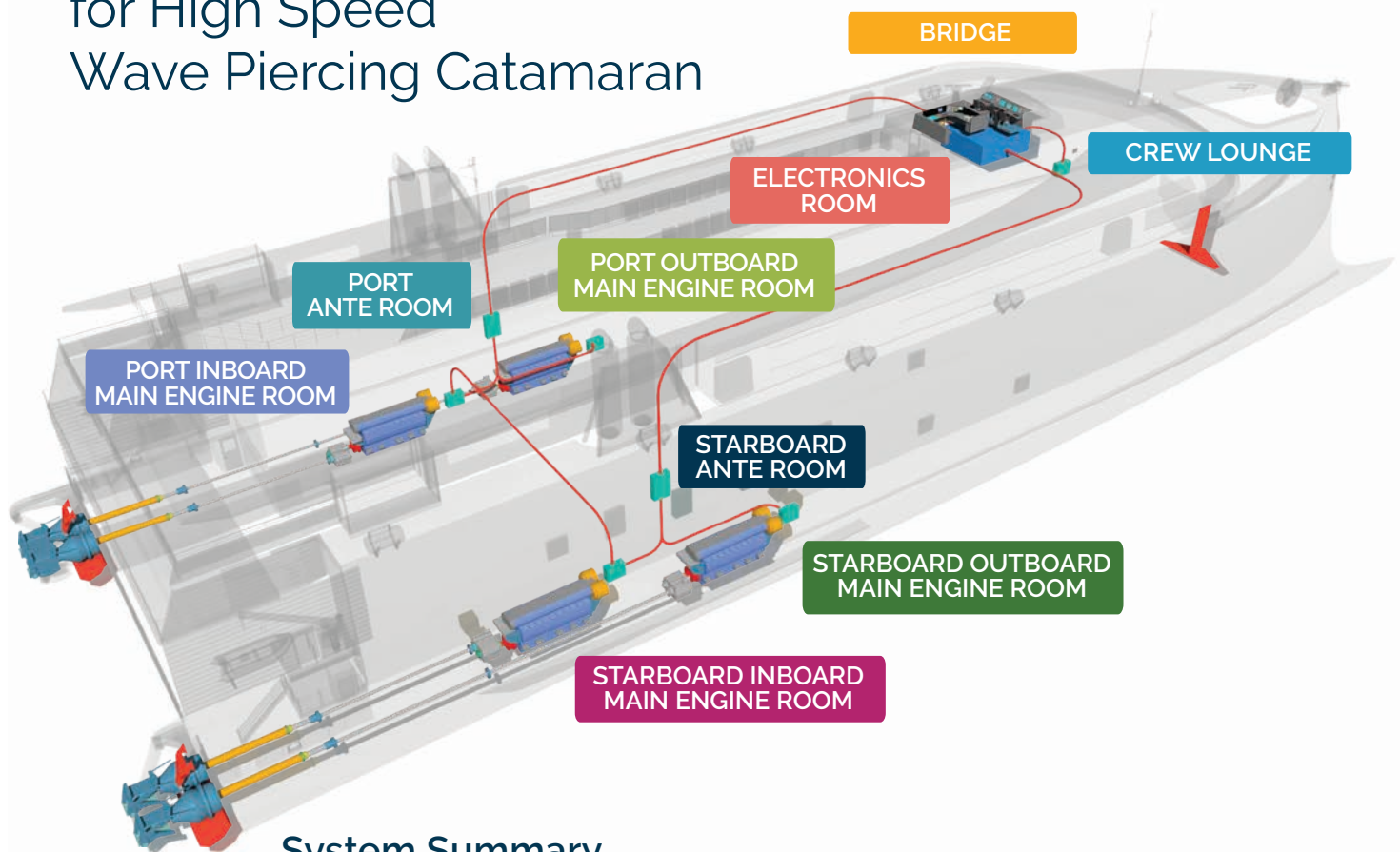
NORTH AMERICA

The Bahamas. It's a name that brings visions of crystal clear water and secluded white sand beaches. Here too Incat's presence is found with Baleària Caribbean providing residents of South Florida, as well as visitors, a fast and easy link between Fort Lauderdale and Grand Bahama. Elsewhere in the Caribbean the Port Authority of Trinidad & Tobago maintains the vital "sea bridge" between those islands with two fast ferries.



Ships Integrated Management System

for High Speed Wave Piercing Catamaran



System Summary

The Integrated Control and Monitoring System (Ships Integrated Management System - SIMS) manages analogue and digital data from various ships plant through hardwired signal inputs, switched relay outputs and serial interfaces. The data and control is distributed to the operator workstations on a redundant backbone network. The main SIMS alarm monitoring screens are at the Engineer's station in the bridge. The completed system has the appropriate product approval from the surveying body, DNV-GL.

The SIMS workstations provide network details in a graphical format and generate alarms in the event of any hardware or software failure.

System Overview

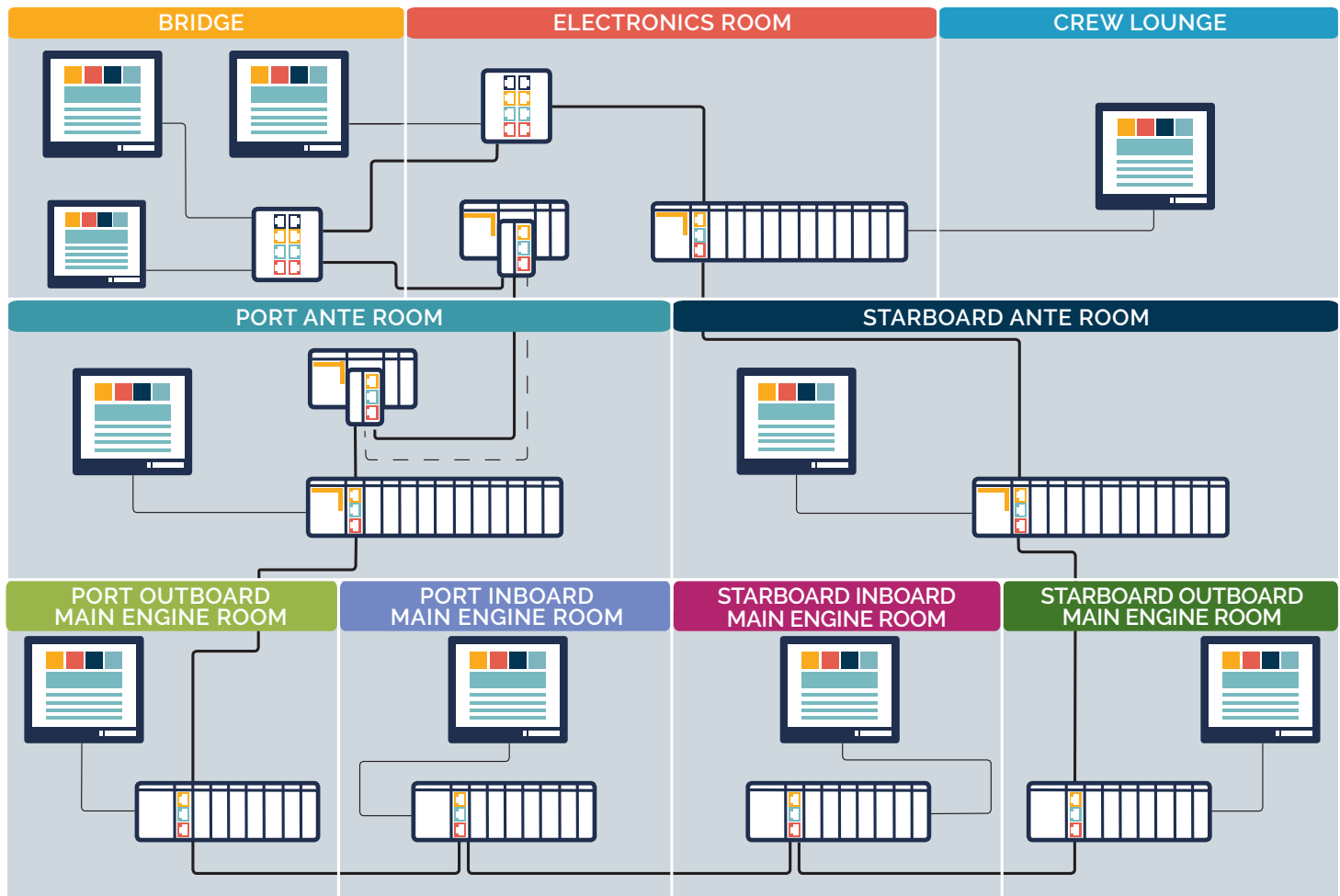
SIMS enables

- Monitoring of alarms
- Group alarm blocking
- Time delay and inhibits of alarms
- Self-diagnosis
- Mimic displays
- Control
- Data logging to hard drive
- Interface to ships systems

Alarm set points are programmable and calculations enable tank levels to be converted to capacity, fuel consumption calculated, ship trim and draught and average engine exhaust gas temperatures to indicate cylinder deviations.

40 x Incat Hulls

Hull 092, Hull 090,
Hull 087, Hull 086,
Hull 085, Hull 084,
Hull 083, Hull 082,
Hull 081, Hull 080,
Hull 079, Hull 078,
Hull 073, Hull 070,
Hull 063
5 x customised
(+20 prior to 1990)



In addition to direct monitored systems the following systems can also be controlled by SIMS.

- CO2 system
- Drencher system
- Sea inlet valves
- Fuel transfer
- Bilge pumps
- Door release
- ERV / lights pax deck
- Vehicle deck fan / dampers / heaters shutdown
- Engine rooms fan control
- Fwd hydraulic pumps

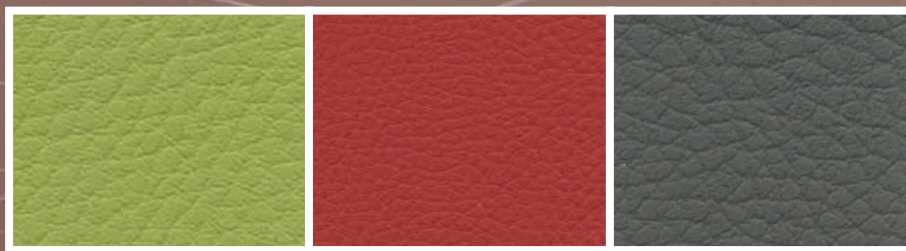
AUSTRALIA

When it comes to the construction of high-speed craft (HSC), Australia continues to dominate the sector. Just as the country leads the way in the production of large HSC, so too it continues to be a leader with smaller custom-built ferries for environmentally sensitive river and estuary systems. Ferries are the lifeblood of Sydney Harbour and fast ferries are increasingly playing a bigger role as a heavy lifter in Sydney's transport system. Likewise in neighbouring Victoria where there is an increasing realisation that fast ferries are a long overdue solution to traffic congestion and overcrowded rail systems.

40

7 x 35m
1 x 34m
3 x 33m
2 x 24m
2 x 17m
5 x Customised
(+20 x Prior to 1990)

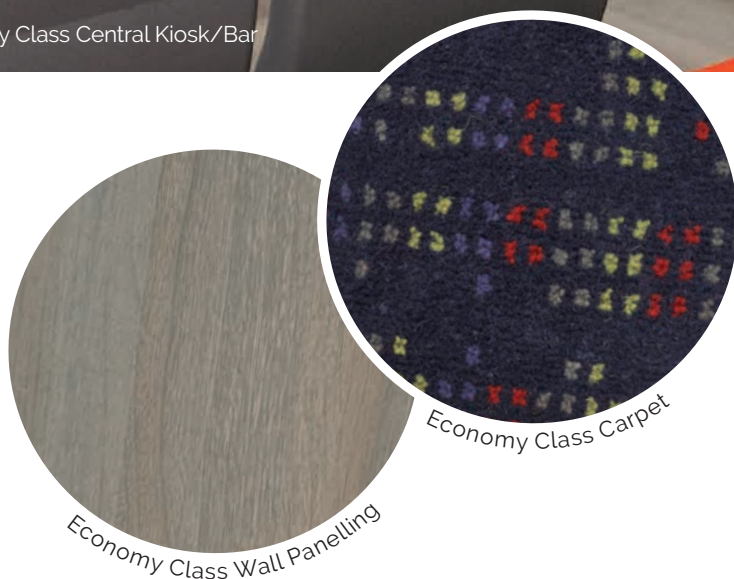
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AROUND THE
GLOBE



Economy Class Seating



Economy Class Central Kiosk/Bar



Economy Class Wall Panelling

Economy Class Carpet

6 Incat Hulls

Hull 088
Hull 067
Hull 066
Hull 048
Hull 049
Hull 072



Hull 091

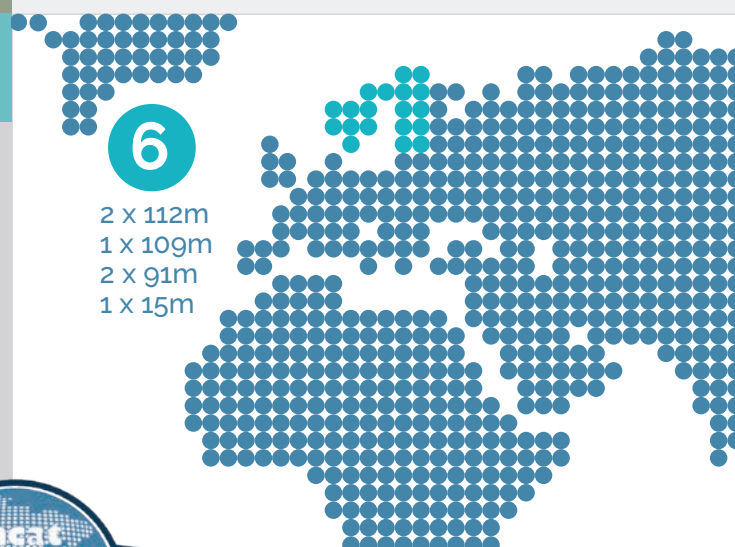
The new vessel for Naviera Armas is one of Incat's new generation high speed wave piercing catamaran range and will operate in Spanish waters when delivered in mid 2019.

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.

SCANDINAVIA

Ferries are a way of life in Scandinavia and in Denmark Molslinjen has the world's most modern fast ferries on the Odden-Ebeltoft & Aarhus routes carrying over 2 million passengers annually. Effectively a floating bridge, the Kattegat crossing saves drivers 200 kilometres with passage times of 55 & 75 minutes respectively. In 2018 the company took over the concession to Bornholm, connecting Rønne with Køge & Rønne with Ystad. The latter route in particular has attracted more passengers as the general interest to visit Bornholm has increased. Elsewhere in Denmark, Hirtshals has been connected with the Norwegian town of Kristiansand since 2008 when Fjord Line introduced its 91m catamaran.





Premium Economy Lounge

The interior colour scheme of Hull 091 will be bold, bright and upbeat, giving the travelling customer the experience of a modern, but sophisticated interior. The vessel is divided into three cabins; Business, Premium Economy and Economy class with a central kiosk/bar and shop.

The economy midsection is comprised of Beurteaux Ocean Tub and High Back seating in a mix of vibrant and more subdued colours, providing a relaxed area to enjoy light refreshments.

Premium Economy caters to the travelling professional requiring a quieter space with a refreshments bar for their exclusive use.

The Business Class section utilises the rich warm tones of Ayres Fineline Mocca adorning the walls, whilst the Ocean Executive seating is covered in Tennant Leather Cappuccino, ensuring a luxurious and comfortable passage.



Economy Class Mid Section

11 x Incat Hulls

Hull 062,
Hull 058,
Hull 056,
Hull 055,
Hull 053,
Hull 052,
Hull 051,
Hull 044,
Hull 043,
Hull 041,
Hull 024



Business Class

NORTH AFRICA

Spain's position as a significant region of operation for Incat vessels continues & the recent purchase of the country's largest ferry operator by Naviera Armas has seen the combining of 5 Incat vessels in a single fleet. Armas now operates some 34 ferries on 57 different routes and has become one of the major players in Europe. In 2019 the company takes delivery of its newbuild Incat 111m catamaran. 2019 also marks the 20th anniversary of the introduction of Incat fast ferries on the Canary Islands services of Fred. Olsen S.A and all 3 vessels continue to provide sterling service on the routes for which they were built. Gibraltar Strait remains a favoured fast ferry crossing point with FRS and Baleària while Baleària also enjoys success from Valencia and Denia to the holiday isle of Ibiza.

11

2 x 98m
5 x 96m
2 x 86m
1 x 81m
1 x 74m

incat
AROUND THE
GLOBE



Penske Power Systems supplies MTU power

TO VIRTU FERRIES FOR SAINT JOHN PAUL II

PENSKE POWER SYSTEMS IS A LEADING DISTRIBUTOR OF THE WORLD'S FINEST DIESEL ENGINES, GAS ENGINES, AND POWER SYSTEMS, OPERATING ACROSS THE MOST DYNAMIC ON-AND OFF-HIGHWAY MARKETS IN AUSTRALIA, NEW ZEALAND AND THE PACIFIC, INCLUDING ON-HIGHWAY, MINING, POWER GENERATION, CONSTRUCTION AND INDUSTRIAL, RAIL, MARINE, OIL AND GAS, AGRICULTURE, AND DEFENCE.

Penske represent some of the most innovative and well-respected brands in the industry, and boast a product portfolio from MTU, Detroit, and Allison Transmission, as well as aftermarket products from leading oil, coolant and filter brands.

As the exclusive distributor of MTU in Australia and New Zealand, Penske Power Systems works with a range of stakeholders including vessel owners and shipbuilders to supply diesel engines, delivering up to 10,000 kW of power, and complete propulsion systems to the marine industry. MTU's durable engines offer a powerful and reliable solution for yachts, commercial ships, and naval vessels.

Penske Power Systems has been a long term supplier of MTU solutions to the Australian high speed ferry construction industry. Over the last two years Penske collaborated with Virtu Ferries and shipbuilder, Incat Tasmania, on a new ferry to be operated between Malta and Sicily, the *Saint John Paul II*.

Penske Power Systems supplied four MTU 20V 8000 M71L main engines, each developing 9,100 kW, and four MTU 8V 2000 M51A generators, rated at 300kW each. The MTU Series 8000 engines offer the best power to weight ratio for diesel engines in this class. Saving every kilogram is critical in high speed ferries and the MTU 20V 8000 offers a significant weight saving advantage.

In addition to Penske Power Systems' supply of MTU engines and generators for the build of the *Saint John Paul II*, the local MTU agent in Malta is contracted by Virtu Ferries to provide long term maintenance for the ship's propulsion and power generation equipment. This combination of long term maintenance in conjunction with engine supply is a critical partnership that ensures Virtu Ferries will have optimal operational availability. The scheduled maintenance will be tailored to ensure minimal disruption to the sailing schedule.

Penske Power Systems is proud to be the interface between MTU and Incat locally in Australia. Our technicians are factory-trained by MTU and are highly experienced in the installation, set to work and commissioning of MTU marine engines. We supplied both mechanical and electrical experts trained in the latest engine and automation systems to work in conjunction with the MTU factory specialists during all stages of commissioning.

Penske Power Systems wishes Virtu Ferries every success with the new ferry and looks forward to continuing to work with Incat on future projects.



DJR Team Penske Supercar drivers Fabian Coulthard and Scott McLaughlin visited Incat in April 2018 to view the impressive operations.



Hull 094

Trinidad & Tobago

Incat Tasmania will soon commence construction of a new vessel, Incat hull 094, for the Government of Trinidad and Tobago. The new fast passenger/cargo ferry will have capacity for 1000 persons, including 224 VIP seats, and will carry 239 cars or a combination of trucks and cars.

The Trinidad & Tobago inter-island seabridge is currently being served by two Incat vessels, the *T&T Express* and *T&T Spirit*. As with the previous two Incat ferries, the new vessel will incorporate a range of onboard catering facilities with restaurant, kiosk and bars serving the central and aft cabins and the forward VIP area, plus a gift shop.

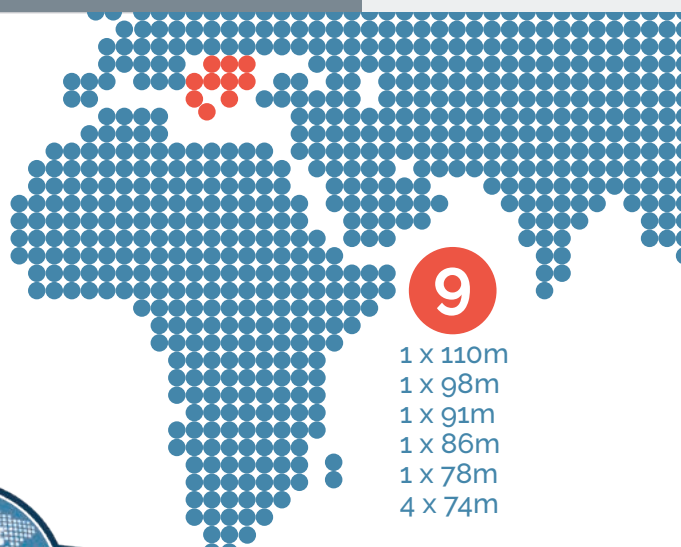
9 x Incat Hulls

Hull 089
Hull 061
Hull 047
Hull 042
Hull 035
Hull 028
Hull 026
Hull 025
Hull 023



SOUTH EASTERN EUROPE

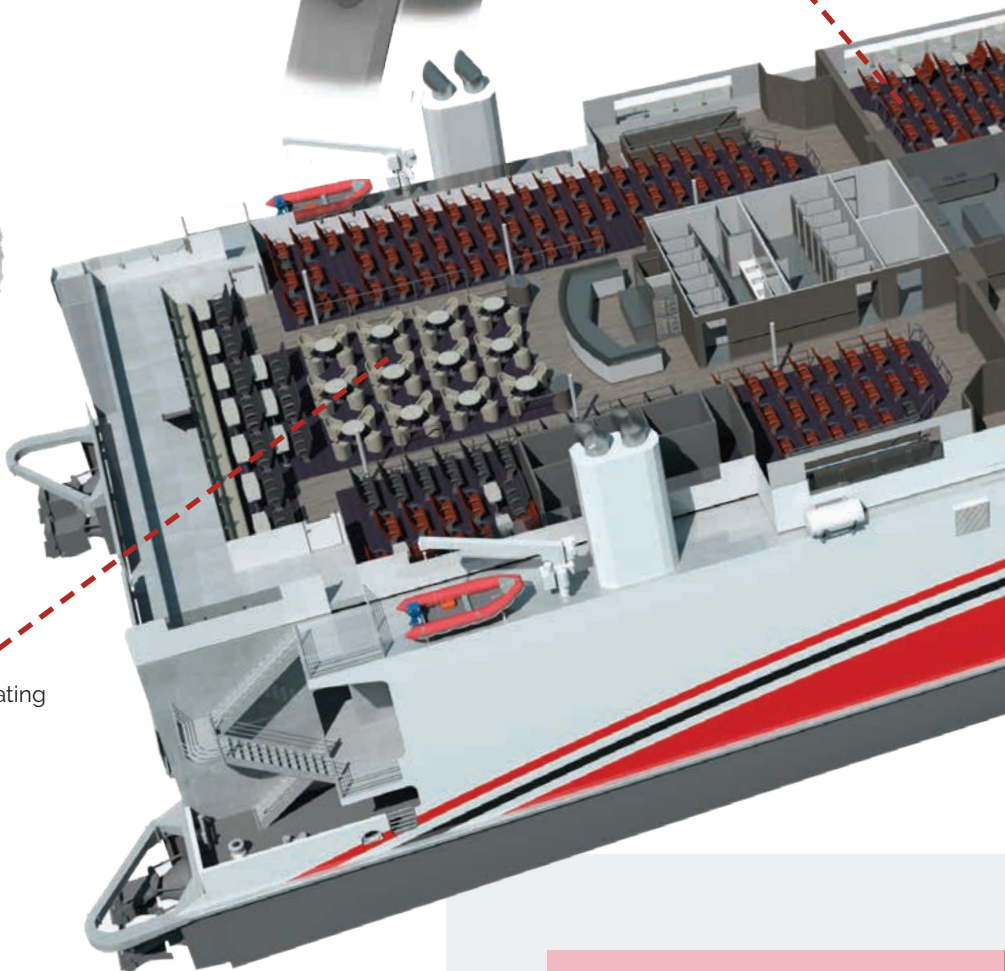
The spread of fast ferries in Greece over the past decade has been remarkable with the entrepreneurial Seajets building a network of routes covering over 250 connections from Piraeus, Rafina & Crete, all very popular with the endless stream of backpackers & tourists seeking the fastest way to the Cyclades Islands. In Malta Virtu Ferries has taken delivery of its 110m vessel for the busy link between Valetta & Sicily. The *Saint John Paul II* will bring Malta even closer to mainland Europe which benefits not only tourists but also Maltese and Sicilian entrepreneurs taking full advantage of the sea "bridge" for business.



incat
AROUND THE
GLOBE



Economy Class Seating



Economy Class Tub Seating

PRINCIPAL PARTICULARS

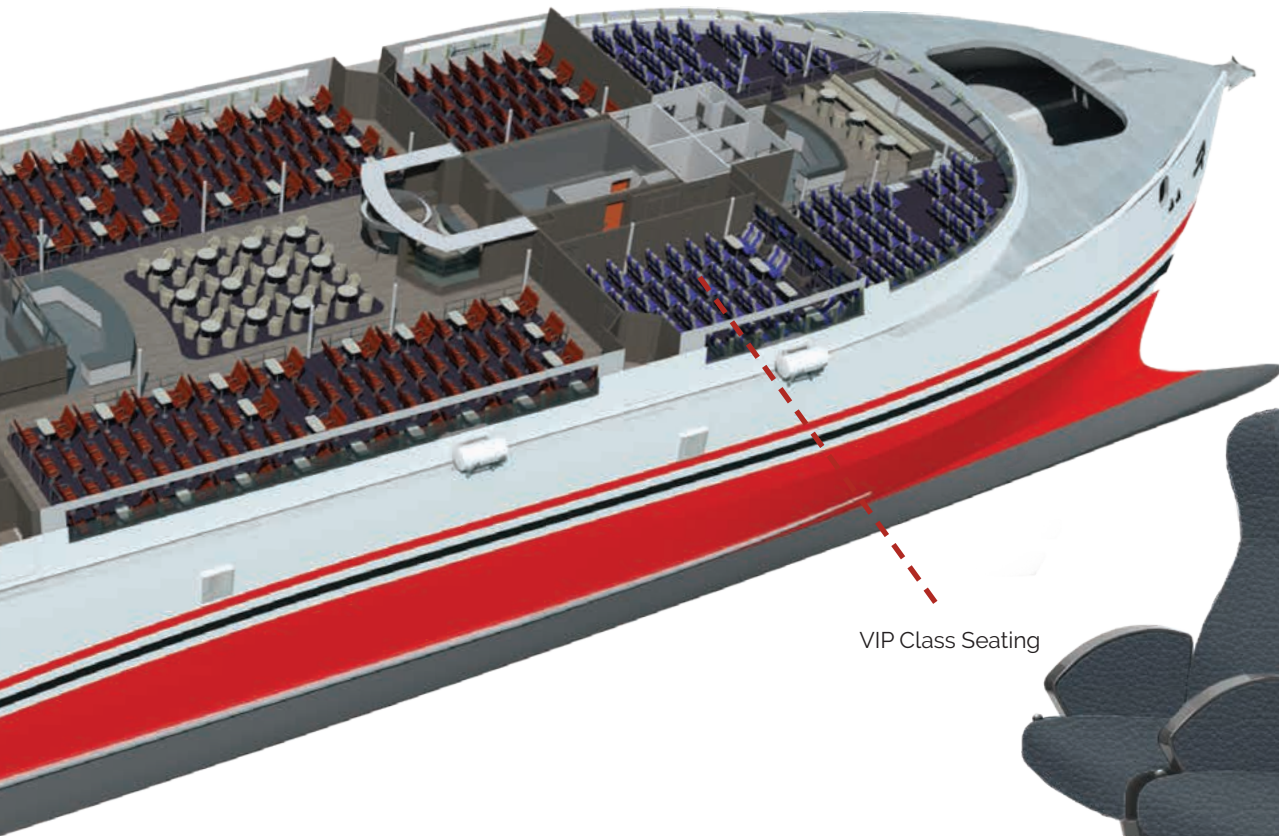
Length overall	100m
Length waterline	92m
Draft @ full displacement	3.40m
Beam overall	26.62m
Draft @ lightship	2.19m
Total car capacity (min)	239 spaces
@ 4.5m X 2.3m. Approx.	1076 lane metres
Total truck capacity approx.	174.6 lane metres
Complement	1000 persons

2 x Incat Hulls

Hull 074
Hull 034

Hull 094

Trinidad & Tobago

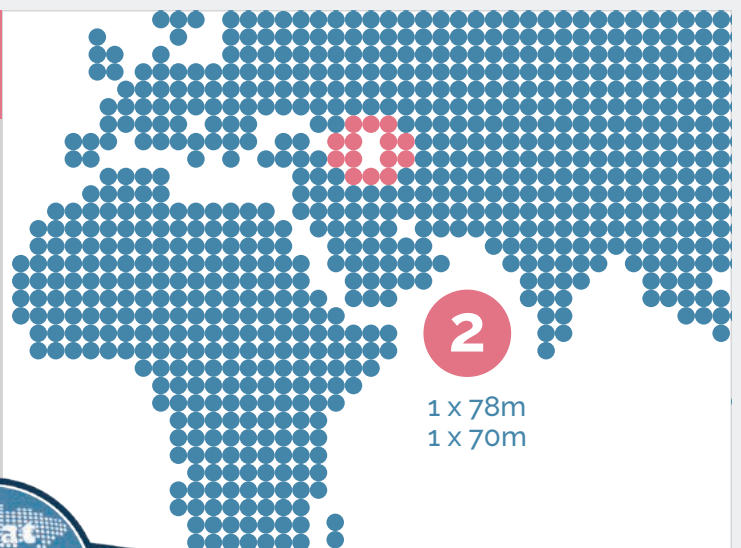


VIP Class Seating



EASTERN EUROPE/MIDDLE EAST

When is a ferry not a ferry? When it's a 150 passenger 70m Fast Crew Boat built for operations in the Caspian Sea oil and gas industry. The vessel ferries workers to multiple offshore installations in lieu of helicopter transfers.



incat
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GLOBE



YOUR FIRST CHOICE SUPPLIER DELIVERING ALUMINIUM SOLUTIONS.

Capral Aluminium would like to congratulate Incat on another outstanding year.

Established in 1936, Capral Aluminium is Australia's largest manufacturer, stockholder and distributor of rolled and extruded aluminium and other semi-finished, non-ferrous products.

As a specialist supplier to the Transport, Defence, Marine and Building Industries, to name just a few, we are dedicated to delivering aluminium solutions to our customers.

It's our commitment to maintain a significant investment in a team of professional designers, coupled with our vast national

distribution network of key account managers and distribution centres, to ensure we deliver on our promise to be our customer's first choice supplier of Aluminium products and solutions.

To discuss your specific requirements or to see how Capral Aluminium can help you, contact us on **1800 258 646**.

For information about our products and services, visit capral.com.au or shop online at ILoveAluminium.com.au





Pigeon Point, the most popular beach at Tobago

Trinidad & Tobago

NATURE LOVER'S PARADISE

Incat has provided Ro-Ro high speed ferries to the dual-island Caribbean nation of Trinidad and Tobago for many years. Incat Hull 046, the 91m *T&T Express*, and Incat Hull 060, the 98m *T&T Spirit* service the Scarborough to Port of Spain route.

Close to the coast of Venezuela, Trinidad's capital, Port of Spain, hosts a boisterous carnival featuring calypso and soca music. The smaller island of Tobago is known for its beaches and the Tobago Main Ridge Forest Reserve.

On Tobago's western coast, Pigeon Point is known for its long beach and thatched-roof pier. Snorkellers enjoy Tobago's Englishman's Bay and secluded Pirate's Bay. Popular dive sites in Tobago include Buccoo Reef, with sea gardens teeming with marine life. Tobago's village-like capital, Scarborough, is framed by mountains and overlooked by the restored 18th-century Fort King George. On the eastern end of the island are the fishing village of Charlotteville and the tiered Argyle Waterfalls. The islands are a must-see for those who enjoy nature and the water.



Hull 046, *T&T Express*



Hull 060, *T&T Spirit*



Port Phillip Ferries

ORDER SECOND FERRY

Incat Tasmania is proud to be contracted to build a second 35 metre commuter ferry for Port Phillip Ferries for service between Geelong and Melbourne's Docklands. Incat hull 095, the near sistership for *Bellarine Express* (Incat hull 090) will have capacity for over 400 passengers in air-conditioned comfort, with on board cafe, bike storage, Wi-Fi and phone charging stations.

Bellarine Express, has had a very successful year since starting the Docklands to Portarlington route in January 2018. Both commuter and tourist numbers have dramatically increased, with passengers enjoying the comfort and convenience of the 400 seat ferry. The licensed café and free Wi-Fi have also been very well received. With indoor and outdoor decks and room for bikes and wheelchairs, the 80 minute ferry journey has proven to be a popular way to cross Port Phillip Bay.

The new Geelong-Melbourne service will change the game for commuters and visitors, providing a scenic and relaxing option between the two cities.

Port Phillip Ferries' vision has always been about making ferry travel accessible to as many Victorians as possible, and this new service will take them one step closer to that vision.



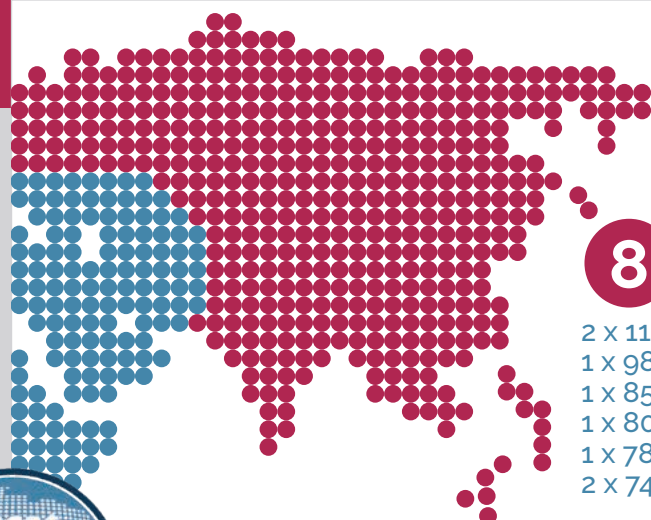
8 x Incat Hulls

Hull 068
Hull 065
Hull 064
Hull 059
Hull 037
Hull 031
Hull 030
NF08



ASIA

Incat enjoys a strong presence in the Asian high speed ferry market represented by vessels in Japan, Taiwan and Korea. Japanese ferry operator Sado Kisen operates its 85m craft on the 39-nautical-mile route from Naoetsu Port in the Niigata prefecture to Ogi, the southernmost port of Sado Island. In Taiwan, Fujian Strait Ferry Corporation operates the Incat 98m Hai Xia Hao between Pintang and Taichung, while Wagon Corporation has the Incat 112m Natchan Rera on the east coast with a service from Keelung to Hualien. In South Korea Incat vessels also play an important role on the Korean peninsula.



incat
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New Incat vessel *Ocean Adventurer* (092) joins the My Fast Ferry fleet



Ocean Adventurer (092) on Sydney Harbour

ELEVEN INCAT FAST FERRIES ON SYDNEY HARBOUR

With the delivery of Incat hull 092, *Ocean Adventurer*, to Manly Fast Ferry in July 2018, Incat can now boast eleven vessels plying the waters of Sydney Harbour. The six 35m vessels delivered to Transport for NSW have been in service since 2017. Manly Fast Ferry have two 24m Incat ferries and with the addition of hull 092, now have three 33m Incat ferries. The traditionally styled green and gold ferries of Transport for NSW complement the sleek blue and white ferries of Manly Fast Ferry, now rebranded as My Fast Ferry, have all contributed to a modernised and efficient water service on Sydney Harbour.





Transport for NSW ferries on Sydney Harbour



Michael Goss, CommBank with Craig Clifford, Incat

“Personally, as a born and bred proud Tasmanian, it's fantastic for CommBank to have a relationship with such a successful local business.”

Michael Goss,
Head of Corporate & Regional Banking TAS, CommBank



CommBank is pleased to support Incat in continuing to develop and grow its business both domestically and internationally. Incat is a market leading shipbuilder born in Tasmania who have established a strong and trusted international brand for their product.

The company has been very successful over many years and provides great benefits to the state of Tasmania from an economic and brand perspective, benefiting many families both directly and indirectly.



Incat's Chris Stennard, Company Group Secretary, Elle Baker, Financial Controller, Mark Worrall, Project Finance Officer and CommBank's Joe McCulloch, Corporate Relationship Executive

4 x Incat Hulls

Hull 069
Hull 036
Hull 032
Hull 027



Elle Baker & Craig Clifford with CommBank specialist banking team at Incat

Michael Goss – Head of Corporate & Regional Banking TAS, CommBank
Michael leads the Business Banking team in Tasmania incorporating the Corporate, Regional and Agribusiness segments.

Jeff Malcolm – State Manager VIC/TAS – Diversified Risk
Jeff and his team provide risk advice and decisioning to CBA's complex diversified transactions across Victoria and Tasmania.

CommBank specialist banking team, left to right:

David Reynolds - Director Corporate Finance

David provides valuable analysis, structuring and modelling and has been a key figure in developing the relationship between CommBank and Incat.

Ally Pasanen – Corporate Analyst

Ally's role involves providing clients with a high level of professional service whilst gaining an insight into their key business drivers and recommending relevant and effective financial solutions to meet their specific requirements.

James Seletto – Associate Director – Client Risk Solutions

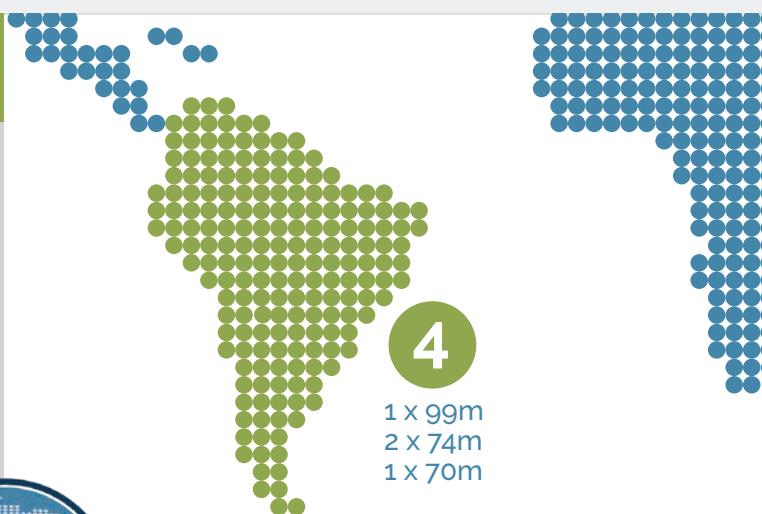
James specialises in providing Foreign Exchange & Interest Rate Risk Management Solutions to Victorian and Tasmanian based clients across Corporate Financial Services, Regional and Agribusiness.

Joe McCulloch – Corporate Relationship Executive

Joe leads the team that manages the day-to-day relationship between CommBank and Incat with a focus of service and clear and consistent communication. Securing large contracts can add pressure to business cashflow.

SOUTH AMERICA

The world's fastest ship operates on the River Plate between Argentina and Uruguay for South American customer Buquebús. Each year the fast ferry fleet carries in the region of 2.5 million passengers & 200,000 cars & their latest craft, *Francisco*, Hull 069 is winning even more passengers from competing airlines. The world's fastest Ro-Ro dual-fuel ship *Francisco* crosses 106-nautical-miles between Buenos Aires & Montevideo in just over 2 hours. The Incat 99m craft achieves a cruising speed of 51 knots with a heavy load & just over 85% power. Also on the River Plate is *Colonia Express* connecting Buenos Aires with the Uruguayan city of Colonia del Sacramento.





A LEADER AMONGST GIANTS



Buquebus

*B*uquebús, or Los Cipreses SA to use its official title, was founded in 1980 with a single ship to provide ferry transport services across the River Plate between Argentina and Uruguay in South America. The man behind the company was Buenos Aires clothing manufacturer Juan Carlos Lopez Mena.

Buquebús continued to grow and expand, progressing with a number of faster and larger capacity Incat vessels. There can be no doubting Senor Lopez Mena, who is still at the helm of Buquebús, is passionate about wanting to see Uruguay become a true first world country. A world-first, the 99 metre LNG-fuelled vessel, Incat Hull 069 *Francisco* operates between Buenos Aires and Montevideo and represents a significant step in the global move for natural gas powered ships to replace those operated with less environmentally friendly fuels. The first installation of LNG powered dual fuel engines in an Incat high speed ferry, she is also the first high speed craft built under the High Speed Craft code to be powered by gas turbines using LNG as the primary fuel and marine distillate for standby and ancillary use, and holds the record as the world's fastest Ro-Ro ferry.

Buquebús and its associated companies have clearly demonstrated their preference for Incat technology over a twenty year period having contracted and operated eight Hobart-built craft.

Incat and Buquebus are working together on a new project which will see progress through 2019.



Ana Paula Lopez & Juan Carlos Lopez Mena

Montevideo



Buquebus Office



Buquebus Terminal, Montevideo

Introducing

100 DERWENT PARK ROAD INCAT'S "100TH VESSEL"



The façade of the new head office imitates the familiar front view of an Incat vessel. We have given the "vessel" the hull number of 100, which represents the one hundredth Incat built vessel and also our new address. When we pass this momentous milestone of one hundred vessels our numbering system will change to include the Roman Numeral for one hundred, "C". Therefore the ship after hull 099 will become C001. With the current buoyant ship building industry, this will not be far away.

After many years in the old offices, staff are enjoying their new surroundings. With the workforce approaching 700 it is proving far more efficient having Human Resources and other teams within the construction site.



Incat's engine block meeting room



Incat's new reception area

PUTTING FACES TO NAMES

Company Secretary



Chris Stennard is the Company Secretary and Chief Financial Officer of the Incat Group. He commenced employment with Incat in 2005 having previously worked in executive finance related roles. His role includes developing banking and financial relationships, cash flow management, foreign exchange, finance planning and structures, taxation and audit, vessel contractual negotiations, and management of accounting, IT and payroll functions.

Chris has a Bachelor of Economics from the University of Tasmania and a Bachelor of Commerce from Deakin University. He is a Fellow of CPA Australia and was the Tasmanian President in 2016. Chris has held several board roles in the not for profit sector including Chair of Mt. Carmel College Board and has been Treasurer of the Migrant Resource Centre Tasmania for 3 years.

Chris enjoys travelling, bushwalking, jogging and most sports.

Project Finance Officer



Mark Worrall joined Incat in 2015 as a consultant and was appointed Project Finance Officer in 2017. He is responsible for sourcing and arranging financing to assist in funding for construction of vessels. He is also actively involved in future strategy and planning needs and liaising with the Group's external advisers.

Mark has over 40 years' experience in the Australian and international structured asset finance and leasing markets. He has a Bachelor of Business degree majoring in Accounting & Finance and is a CPA and member of the Australian Institute of Company Directors. He is also a non-executive director of Documentary Australia Foundation.

While Mark lives in Sydney, he is a frequent visitor to Hobart on Incat projects and to Tasmania in general as he is a keen mountain biker and hiker who loves the Tasmanian wilderness.

IT Specialised Team



Sam Hussey is Incat's new IT Manager, and has had a busy start with a new head office and growing workforce to interconnect. Sam has come from a banking IT background and brings a wealth of knowledge with him. He is updating all of Incat's technology and also introducing new systems to take us efficiently and safely into the future.

Wayne Devine is the newest member of the team, starting late 2018. Wayne comes with eight years of school IT support experience. When he's not at work installing a new email system, he enjoys travel and has visited several countries.

Simon Palmer previously worked with electricity company TasNetworks and joined Incat in 2017. He is a valued member of the IT team and is a good problem solver. Outside of work hours, he is a keen cricketer.

Team Leader Welding



Tim Petrie has been employed by Incat for over 20 years. Tim oversees all welding on current vessels being built which entails allocating jobs to crew members and surveying all work completed.

Outside work hours Tim can be found motor bike riding, fishing and visiting his shack.

2018 Employee of the Year



Mark Roach has been with Incat since 1995, starting as a Labourer. He moved on to be a Trades Assistant in Fit-out, then on to Rigging and Scaffolding. A memorable day was when Mark decided he would sweep the Coverdales shed. He spent a full shift sweeping from one end to the other. Outside of work he is very actively involved in his local church and also likes visiting the gym.

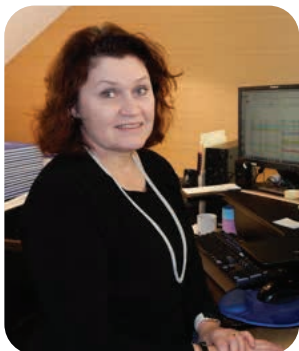
Mark is known as a hard-working and friendly person and is a well deserving recipient of 2018 Employee of the Year.

Inventory Manager



Brendan Oliver was formerly employed by mining and engineering companies. Brendan came to Tasmania and Incat in 2018. His role sees him optimising Incat's inventory holdings across site along with implementing procedural and functional changes which will help the stores team operate at high efficiency.

Receptionist



Julie Degasperi has had many years of administrative experience and is very enthusiastic about her position. She is quickly learning all the ins and outs of the company and will also be your first contact for museum visits. Julie is a creative person and will no doubt bring some new ideas to her area.

2018 Apprentice Of The Year



Dallas Jacobs (27) has been with Incat for 3 years and has completed his apprenticeship as a Welder/Fabricator. He has learned his trade working in all areas of ship construction.

Congratulations also to 2018 Incat Trainee Of The Year Carlo Quinones.

Quality Assurance Manager



Rod Cooper was a Diesel Mechanic before starting at Incat in 1996 as a Fabricator. He has also worked as a Programmer in the Plate Shop before moving to Quality Assurance. He has recently been appointed manager of that department. Outside of work he enjoys surfing, sailing, fishing and family activities.

Award Winning Apprentice



Brady Bennett, Incat Apprentice Fabricator, was the 2018 Glenorchy Rotary Award recipient for the Lew Fowler Apprentice Award. The award is presented to an apprentice who shows excellent achievement and commitment to their trade whilst meeting certain criteria, such as working or living in the Glenorchy municipality.



INCAT'S WORLD FLEET

HULL	TYPE	TRADING NAME	OWNER/OPERATOR	DESIGNATED ROUTE/LOCATION
095	35m	TBA	Port Phillip Ferries	Geelong - Melbourne
094	100m	TBA	Port Authority of Trinidad & Tobago	Port of Spain - Scarborough Trinidad and Tobago
093	111m	TBA	TBA	TBA
092	33m	Ocean Adventurer	Manly Fast Ferry	Sydney Harbour
091	111m	TBA	Naviera Armas SA	Spain
090	35m	Bellarine Express	Port Phillip Ferries	Melbourne - Portarlington
089	110m	Saint John Paul II	Virtu Ferries	Malta - Sicily
088	109m	Express 3	Molslinjen	Aarhus - Odden Ebeltoft - Odden, Denmark
087	35m	May Gibbs	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



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
066	112m WPC	Express 1	Bornholmslinjen (Molslinjen)	Ronne - Ystad, 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
063	17 m Liveaboard	Sixty Three	17m Projects Pty Ltd	Hobart, Tasmania
062	98 m WPC	Volcan De Tirajana	Naviera Armas SA	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	El Hierro - Los Cristianos Canary Islands
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	Golden Express	Golden Fast Ferries	Greece
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 Jet1	Seajets/Naviera Armas SA	Canary Islands
043	86 m WPC	Tarifa Jet	Ferrys Rapidos del Sur	Tarifa, Spain - Tangier, Morocco
042	86 m WPC	Champion Jet2	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



HULL	TYPE	TRADING NAME	OWNER/OPERATOR	DESIGNATED ROUTE/LOCATION
038	81 m WPC	Jaume II	Baleària	Fort Lauderdale, Florida – Grand Bahama Island
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
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	Incat Tiger	Tiger Shipping Company	
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, Uruguay
026	74 m WPC	Caldera Vista	Seajets	Multiple routes, Greece
025	74 m WPC	High Speed Jet	Seajets	Multiple routes, Greece
024	74 m WPC	Pinar Del Rio	Baleària	Denia - Saint Antoni, 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 Rintoul IV
014	1984	Pybus Rutherglen Punt
013	1982	Little Devil
012	1983	Thunderbird
011	1984	Keppel Cat 1
010	1983	Trojan

HULL	YEAR	ORIGINAL TRADING NAME
009	1982	Spirit of Roylen
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



SUSTAINABLE POWER

Scania is proud to be associated with Australia's leading manufacturer of low weight, high speed catamarans. Sharing a focus of energy efficiency, sustainability and care for the environment makes for a powerful global partnership our customers can rely on.

