

INCAT THE MAGAZINE

CELEBRATING 10 YEARS IN PRODUCTION 1999-2009



the MAGAZINE

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VOL. 7 ISSUE 37 2009



INSIDE: Sea Trials
and Truck Trials on
the latest Incat
112m Wave Piercer



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ITM
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Incat The Magazine is proud to present the 10th birthday edition. From early 1999 we have been showcasing our product, its technology and advancements to our readership base. We thank our supporters for their invaluable contributions.

Our focus has always been to keep abreast of the industry, and with this in mind we are planning a brand new look for future Incat publications.

We will be introducing a new online edition, which will be an interactive complement to the printed publication. This will allow you a complimentary subscription (and archives) at any time or place for your reading pleasure.

We plan also to make the publications available for download on our website at www.incat.com.au

As you enjoy our birthday edition, which features new designs from commercial cats to super yacht tenders, cast your thoughts a further ten years and ponder what will fly on our water ways.



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Unleashed! The latest range of Wave Piercing Catamarans from Australian high speed light craft pioneer, Incat.

Having dedicated ourselves to addressing the requirements of the global fast ferry industry for two decades, Incat is spreading our hulls beyond the commercial and military markets, now bringing these unique vessels to the luxury yacht industry.

With the addition of a new and larger production line at our Tasmanian shipyard, Incat is now capable of building up to six ships simultaneously, allowing us to offer a range of large fast ferry options.

Now, for the first time, in response to repeated demands from the leisure sector, Incat and associate company Revolution Design have completed design work on a groundbreaking Super Yacht Tender concept, delivering commercial vessel style and luxury in a high speed oceangoing tender.

By carrying all the toys, equipment and stores required for that ultimate lifestyle, the Super Yacht Tender not only frees up valuable space on board the Super Yacht, but acts as a forward deployed mother ship complete with more modest, but nonetheless luxurious, accommodation for guests and crew alike.

Exciting developments too for Incat's commercial range of catamarans, with new designs across a range of vessel solutions between 80 metres and 125 metres.

Since the late 1990s, Incat's core product has been the highly successful 96 metre and 98 metre range of Wave Piercing Catamarans. In both commercial and military applications these vessels have turned heads right around the world, taking operating conditions in the Arctic Circle in winter, to the tropical climates of the Caribbean in their stride. So too with Persian Gulf military operations to extreme winter performance testing in the mid-Atlantic.

Building on the success of the 98 metre vessels is the recently developed 112 metre range. Successfully tried and tested in Asian waters, the award-winning 112 metre design is the world's largest diesel powered high speed catamaran with separate truck and car decks.

A track record of more than 60 high speed vessels, with gradual increases in vessel size over the years, has provided Incat with a wide product range and future plans for high speed vessels of up to 150 metres thanks to the new assembly line at the yard. These larger ships will significantly affect world trade as they will be capable of carrying more cargo at higher speeds than ever before.

SUPER YACHT TENDER

112 metre Super Yacht TENDER

The Incat 112 metre Super Yacht Tender builds on the commercial foundation of the 112 metre wave piercing catamaran twin hull format successfully developed and operated in Japan. The 30 metre overall beam provides an exceptional stable platform while at anchor.

The Owner's and passenger suites are located in the resiliently mounted superstructure at the forward half of the yacht providing greatest isolation from any noise and vibration produced by the machinery.

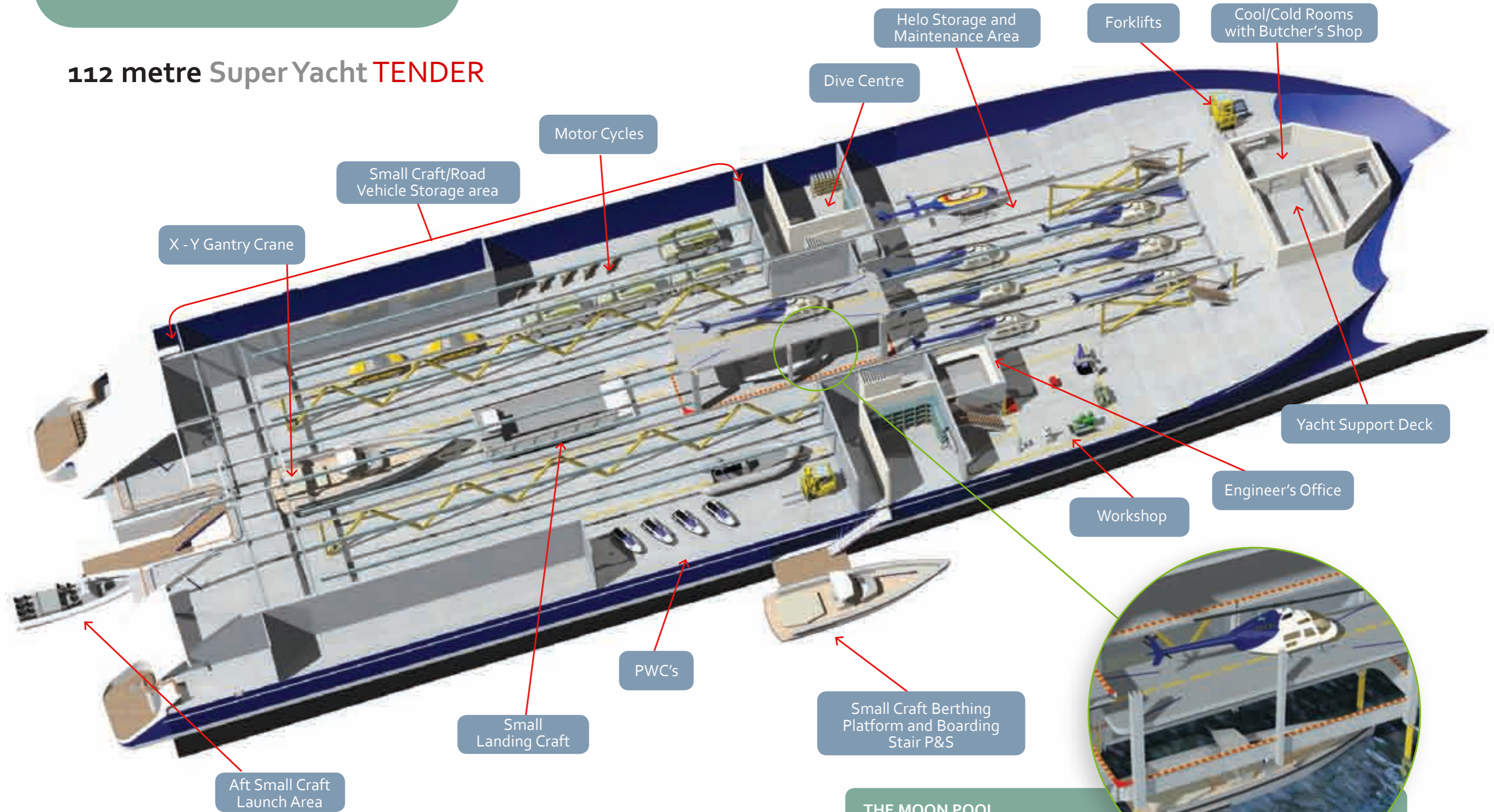


The suites feature panoramic windows and external promenade decks separate from the operational and crew accommodations ensuring the owner and guests an idyllic stay while onboard. Access to the suites has also been kept separate from the crew and service spaces providing a high level of privacy while moving around the vessel.

The major visual feature of the yacht is the large helicopter deck at the stern that becomes a sports and entertainment facility when not used for transportation. Below the superstructure and helicopter deck the yacht features a fully enclosed environmentally controlled storage bay for the Owner's tenders, and sporting equipment, launched through a stern well from an overhead gantry.

SUPER YACHT TENDER

112 metre Super Yacht TENDER

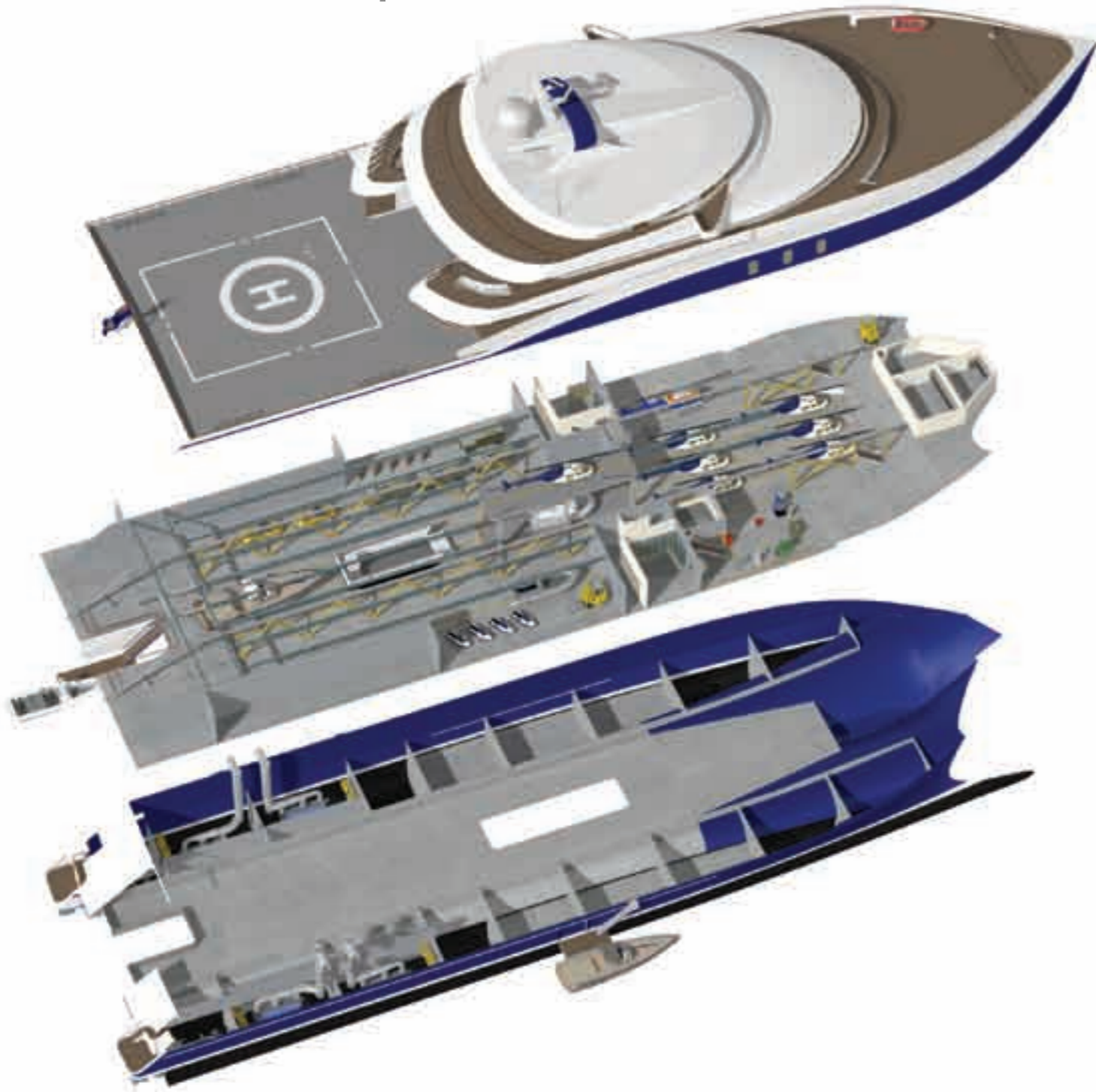


THE MOON POOL

The moon pool platform lowers to launch/retrieve the tenders, small boats and watercraft within the protective waters of the tunnel area between the hulls

SUPER YACHT TENDER

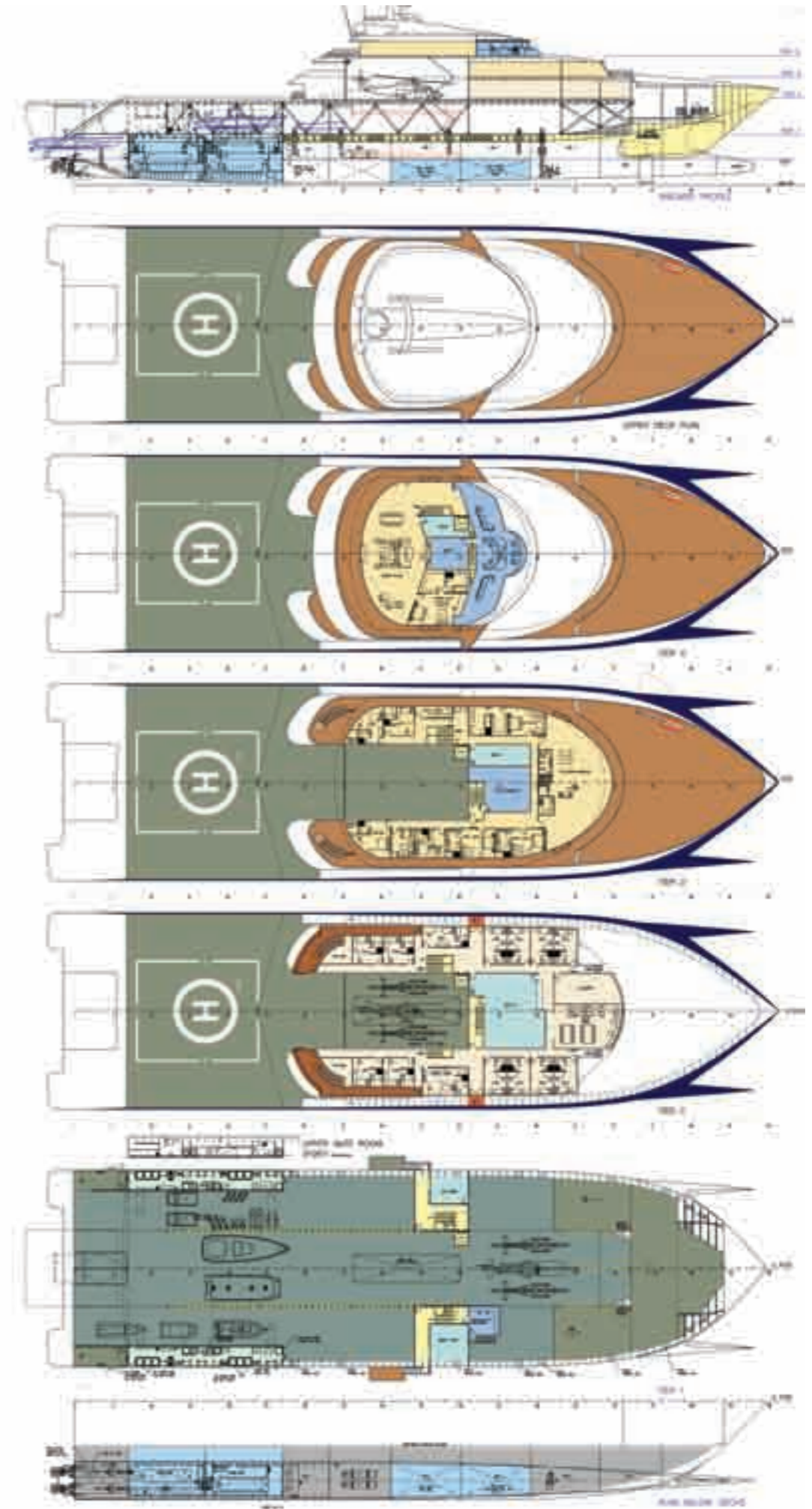
112 metre Super Yacht TENDER



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 Guest Suite x 2 - 32 sqm each
 Sauna, Spa Room, Gym - 171 sqm
 Extensive Communication Suite



SUPER YACHT TENDER

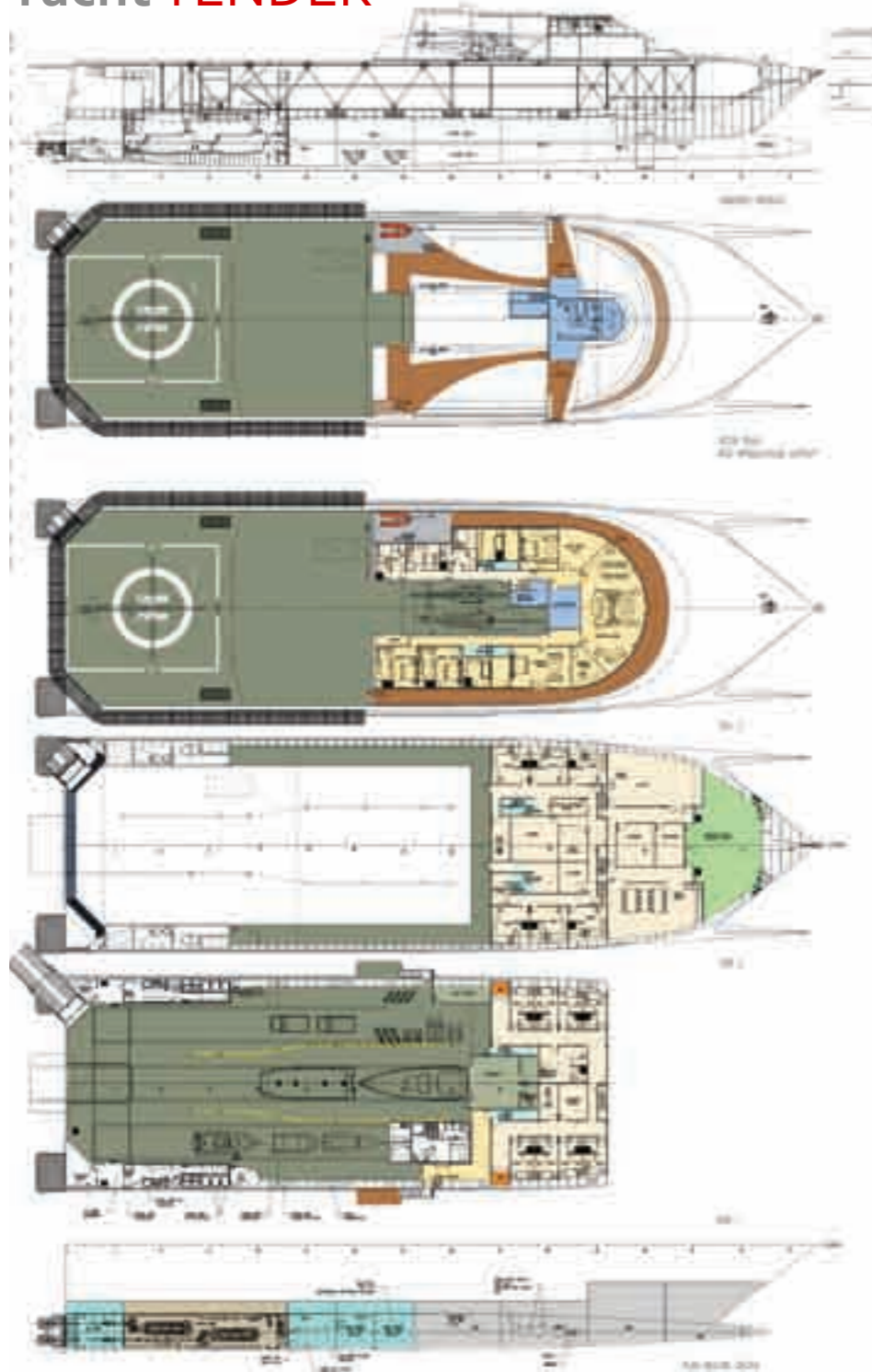


98 metre Super Yacht TENDER

The 98 metre Super Yacht Tender builds on the operational experience of the twelve 96/98 metre commercial wave piercers in service. It features all that makes the larger 112 metre so outstanding: the resilient superstructure with Owner's and Guests' suites, the helo deck with hangar, the storage bay with overhead gantry, within a more purposeful exterior. The exterior allowing the Owner privacy during their travels not always afforded by super yacht finishes of other vessel.

Principal Particulars

LENGTH OVERALL	97.22m
LENGTH WATERLINE	92.00m
BEAM OVERALL	26.62m
DRAFT	3.4m



SUPER YACHT TENDER

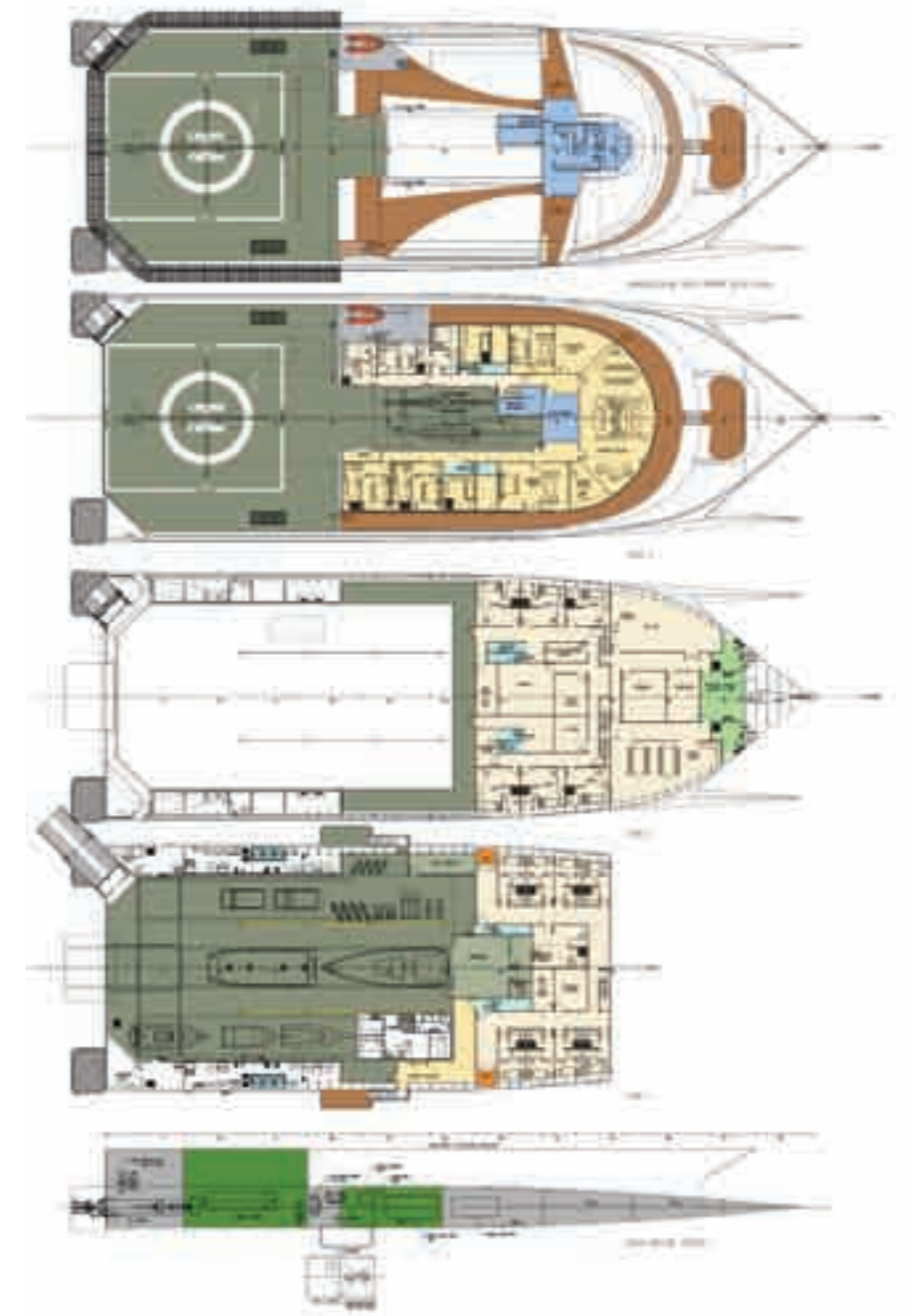


80 metre Super Yacht TENDER

The 80 metre Super Yacht Tender has all the features of its larger cousins in a compact size suitable for reaching the smaller remote areas of the world. The Owner's suite is located at the forward end of the resiliently mounted superstructure providing unsurpassed views of the seascape and landscapes the yacht will visit. The helo deck features a storage hangar on the same level. While the main deck storage bay has an overhead gantry for moving and deploying the yacht's tenders and toys.

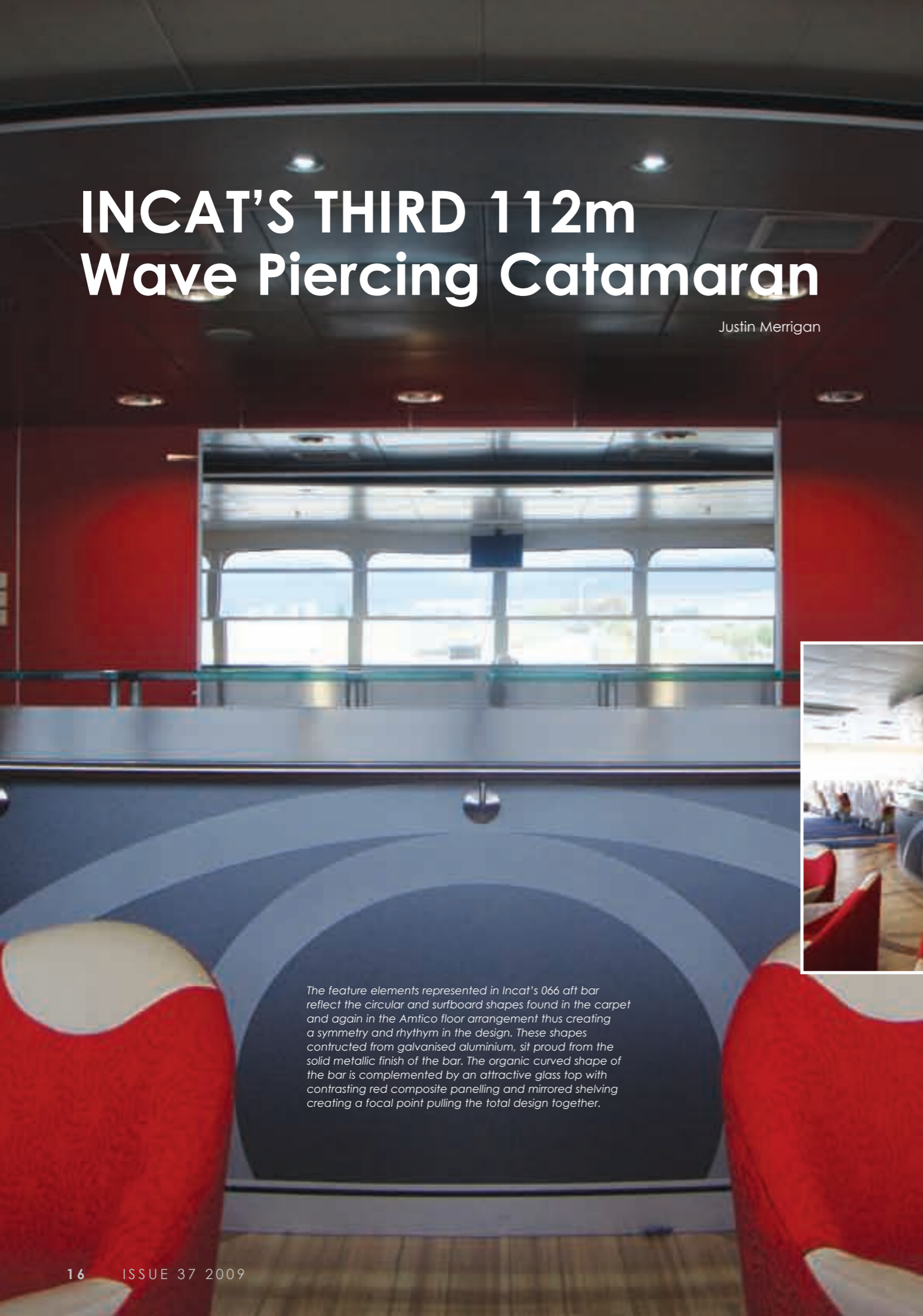
Principal Particulars

LENGTH OVERALL	80.37m
LENGTH WATERLINE	74.00m
BEAM OVERALL	26.00m
DRAFT	3.08m



INCAT'S THIRD 112m Wave Piercing Catamaran

Justin Merrigan



The feature elements represented in Incat's 066 aft bar reflect the circular and surfboard shapes found in the carpet and again in the Amtico floor arrangement thus creating a symmetry and rhythm in the design. These shapes constructed from galvanised aluminium, sit proud from the solid metallic finish of the bar. The organic curved shape of the bar is complemented by an attractive glass top with contrasting red composite panelling and mirrored shelving creating a focal point pulling the total design together.

Hull 066 is the third vessel in the successful 112 metre range from Incat and is specifically designed with the European ferry market in mind. The buyer, MGC Chartering, is an Irish based leasing company that can provide a wide range of financial solutions to ferry operators including longer term bareboat charters of both new and second hand vessels

MGC Chartering Director Darryl Tishler comments,

"We have over 25 years of experience in aviation leasing and in founding MGC Chartering we have adapted that very successful aviation model to the needs of the ferry market. Our intention is to acquire quality assets like the Incat 112 metre Wave Piercing Catamaran and then market a range of charter options to potential global operators, be they commercial or military."

"In choosing the Incat 112 metre we have drawn lessons from the aviation model, for example, the ever increasing importance of minimising fuel burn and environmental impact. The Incat 112 metre is built to be as light as possible, it consumes clean diesel fuel, for maximum efficiency it offers dual speed operation (23 or 40 knots), NOx emissions are less than 10g/kWh and importantly, it burns less fuel per cargo tonne per nautical mile than any other high speed ferry built to date. The economic and environmental credentials of the Incat 112 metre wave piercing catamaran are outstanding Mr Tishler said."

a clockwise direction starting at the port forward end of Tier 1, turning right to traverse across the bow area and end rising facing aft on starboard side Tier 2. This has served to increase vehicle deck capacity from 450 metres of freight at 4.35m clear height plus 193 cars at 4.5 metres length, to 567 metres of freight at 4.60 metres clear height plus 195 cars at 4.5 metres length. If the vessel was to be filled entirely with cars then up to 417 vehicles may be carried, compared with 355 cars on the earlier vessels.

While alongside at the Incat shipyard trials were conducted to test the vessel's loading capabilities. A total of 28 trucks of three types drove on and off the ship, without the need for any reversing; demonstrating turnaround efficiency and simplicity for this wide-hulled fast ferry.

Incat Chairman Robert Clifford pointed out that only two trucks conformed to European length of 16.5 metres. **"The other trucks used were of longer total length and had US - based turning circles. This was only a minor inconvenience,"** he said.

Throughout the aft and midship areas of the vessel Beuteaux Tourist High Backs are covered in a harmony of warm and cool colours inspired by the colours in the carpet design.



Style and Comfort

As one would expect, the third 112 metre Wave Piercing Catamaran from Incat has been completed with a range of enhancements derived from the operational experience of her two highly successful Japanese predecessors.

Most notable is the internal ramp system on the vessel's two vehicle decks. On the first two 112 metre vessels cars reached the full length Tier 2 upper vehicle deck via an internal ramp from Tier 1. On the latest vessel, Tier 2 is accessed via a ramp system around the forward end of the ship leaving the main deck completely clear of obstruction for high-sided vehicles. Cars move in

The passenger spaces on board Hull 066 are located on one deck, Tier 3. Boasting three distinctive lounges the public spaces are accessed from the vehicle decks by stairways forward, midships and aft. Additionally, a ramp is fitted aft to provide barrier free access between Tiers 2 and 3, ensuring passengers requiring assistance enjoy all the craft has to offer.

The aft cabin is a spacious lounge containing a mix of comfortable Beuteaux Tourist High Back reclining seats. Blues, yellows, reds and greens are the predominant seating colours, all of which are finished in wool fabric upholstery. The lounge boasts



Similar to the aft bar, the forward bar has replicated the shapes found in the Amtico floor arrangement creating a symmetry and rhythm in the design. The square bar shapes have been constructed from galvanised aluminium and sit proud from the solid metallic finish of the bar. The smooth reflective glass countertop enhances the organic curved shape of the bar.

Behind the servery the food preparation area is fitted with stainless steel worktops and shelving, refrigerators, freezers and microwave ovens. From here, the vessel's services block runs forward containing male and female passenger toilets plus a unisex disability toilet/baby changing area. The forward section of this block contains the crew room and entry to the split level electronics room and wheelhouse. The fully equipped crew mess has seating for six crew members on comfortable bench couches positioned around a table.

Each side of the services block are Ocean Tourist High Back reclining seats forming the main lounges port and starboard. To cater for families or groups, a number of seats are arranged around tables. Here passengers may relax in comfort surrounded by panoramic windows affording excellent sea views. Throughout the vessel colour LCD flat screens enable seated passengers to view safety messages, DVD/video programs, and input from the electronic chart system.

A key feature of any ship interior is the carpet and once again Incat has selected Axminster carpet, made by Brintons Carpets. The dark blue carpet

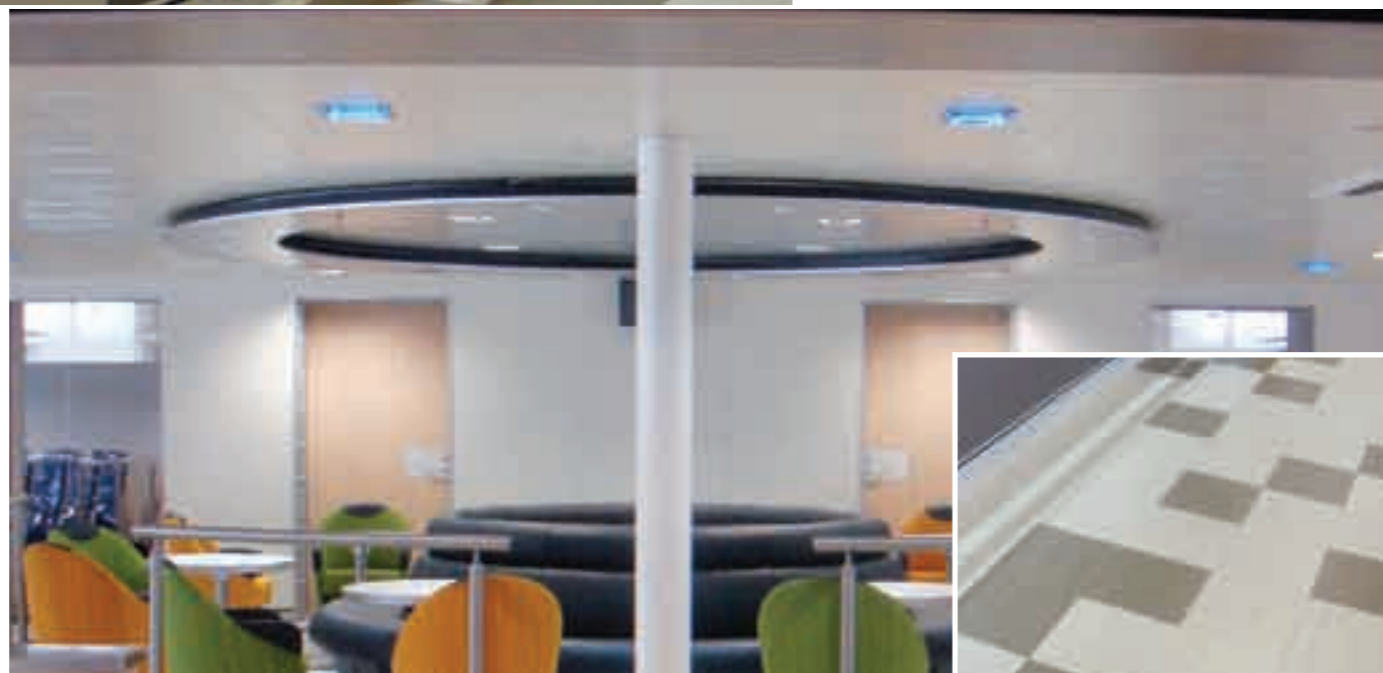


features rings of red, light blues and aqua in alternating motifs and this lively design is used in all seating areas throughout the vessel with the exception of the forward Business Class Lounge where the colour red replaces dark blue. Complementing the carpets and continuing the bright colour scheme, the interiors throughout Hull 066 are finished with lightweight yet stylish Ayrlyte laminated composite panels.

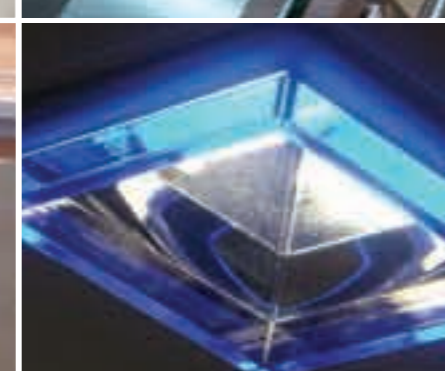
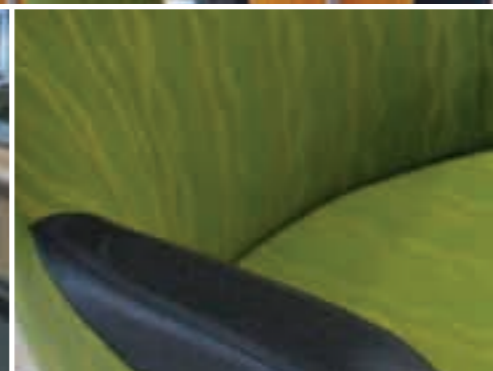
two large LCD screens and its own dedicated bar, with stylish glass-topped counters, providing facilities to serve a wide variety of food and beverages. Large windows face onto the aft observation deck from where passengers have a spectacular view of the water jets in operation.

Moving forward from the aft lounge the passenger enters the open plan midships section of the vessel, the hub for many onboard activities. Here, a shop is arranged to provide a range of souvenirs, newspapers, books and magazines. Outside the shop, in the main entrance foyer, seating is arranged to create a cosmopolitan air under feature lighting.

Directly opposite is the walk-through café servery through which diners can flow with a minimum of fuss. This new facility on Incat vessels provides for a greatly enhanced range of food possibilities compared to that available through over-the-counter sales.

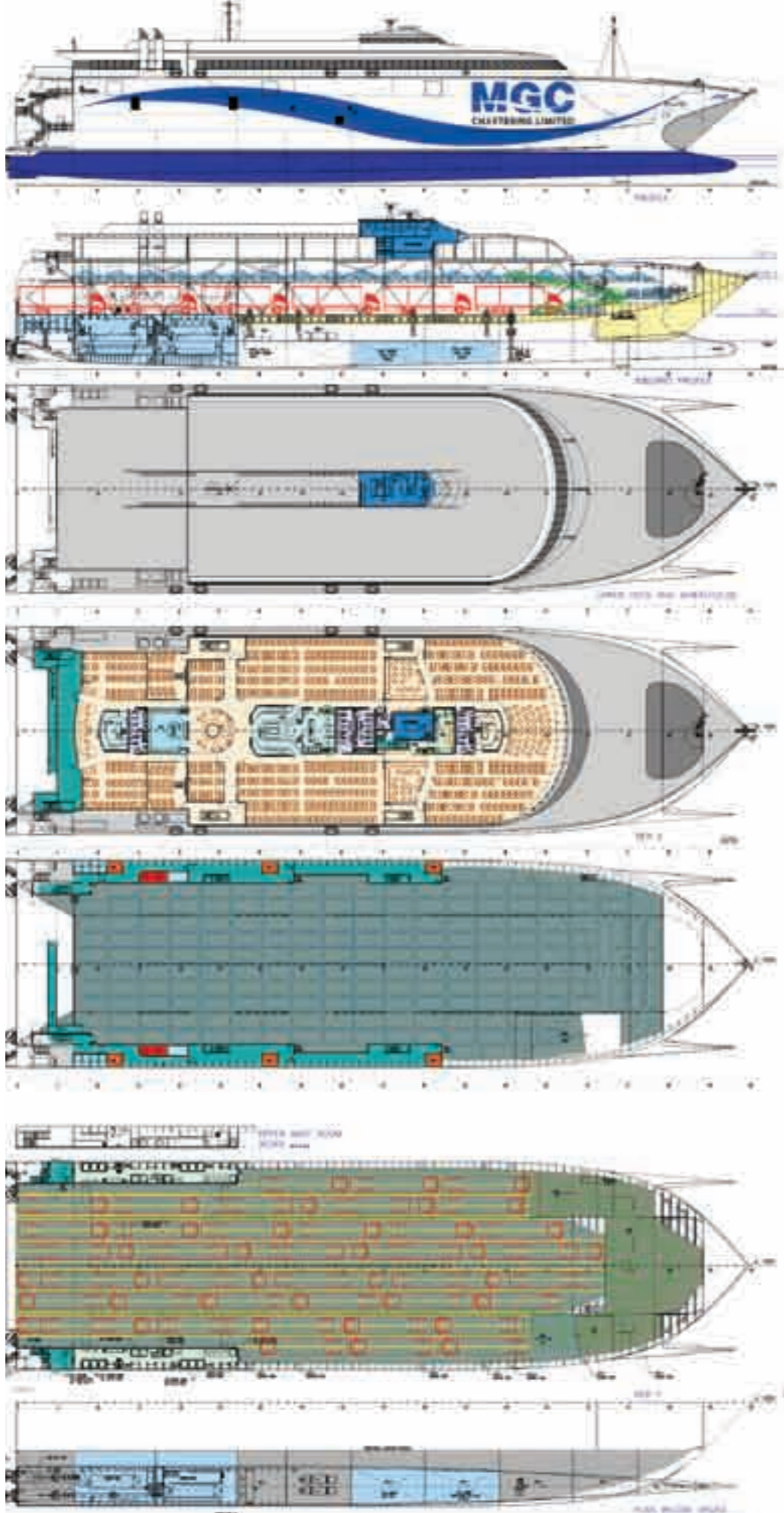


For the flooring of the busy main walkways, Amtico planking finished in Fused Birch has been used. Around the café and shop area Amtico tiling in onyx grey, and metallic silver has been used to good effect with marble blue strips while forward in the



Business Class Lounge the main walkways consists of vanilla and mocha tiles .

The forward lounge on Hull 066 is the Business Class Lounge. The obvious feature here is the panoramic 300° view of the horizon via sweeping tinted windows. The lounge features a fully equipped bar with facilities to serve a wide variety of food and beverages.



Technical Review HULL 066

The wheelhouse provides 360-degree visibility for the officers over the top of the aerodynamic superstructure, while an aft-facing docking console and CCTV monitors negate the need for bridge wings with their associated windage and weight. Consistent with all Incat vessels, the bridge is fitted with the latest in electronic, navigation and communication equipment to comply with the High Speed Craft Code. There are three forward facing adjustable seats around the centre line, the Captain sitting in the centre, with the First Officer to starboard and the Chief Engineer to port.

The vessel is powered by four MAN 20V 28/33D diesel engines, each rated 9000 kW at 1000 rpm and delivering a low weight when compared to other engines in its class. The advantages of engine durability, efficiency, low noise and low maintenance costs make it the engine of choice for Incat vessels, not least of all impressive fuel consumption, burning less kg per cargo tonne per hour than any other high speed catamaran.

The latest combustion chamber technology with electronically controlled injection system and optimised cylinder pressures, reduces specific fuel consumption to <190g/kWh. At almost a 7% reduction per kWh over the previous generation of medium speed diesel engines this represents a massive saving on annual fuel bills. The vessel is also environmentally compliant with low NOx of <10g/kWh.

During the course of trials, while running at 100% MCR (maximum continuous rating), speeds of up to 44.57 knots were averaged with 250 tonnes deadweight on board. Loaded with 648 tonnes deadweight an average speed of 41.78 knots was achieved at 100% MCR.

The ferry is fitted with four of the largest transmissions from ZF Marine GmbH, the ZF 60000 NR2H, each with maximum rated power of 12387kW. Special technical solutions were required to satisfy the engine room layout and the demand for the highest reliability. The transmission had to be matched to the interface provided and the ZF solution was an excellent compromise with low weight and small dimensions.

Engine power is converted to propulsion thrust through four Wärtsilä LJX waterjets. In comparison with other waterjets available today these offer a 25% reduction in mounting flange diameter, a 10% overall weight reduction and a 35% increase in cavitation margin. These jets have a 1500 mm diameter impeller and an inboard layout for steering and reversing hydraulics.

A substantial weight saving has been achieved through the use of Centa carbon-fibre shafts. Some 70% of weight has been saved compared to that in the use of conventional steel shafts.

Hobart-based company Colbeck & Gunton supplied the lightweight structural fire protection system aboard the ship including fire doors and dampers. To protect all moderate and high risk spaces the 'Rapid Access' (deckhead) and 'Lightweight' (bulkhead) fire protection

system meets all the demands for lighter weight and faster installation/removal for this type of craft. An addressable fire detection system, CCTV cameras, zoned fire sprinkler systems and hydrants protect vehicle decks and also of course the passenger areas and engine rooms.

Securing reliable and economical power generation on board are four MAN D2876 LE301/ HCM 534C 360kW alternators.

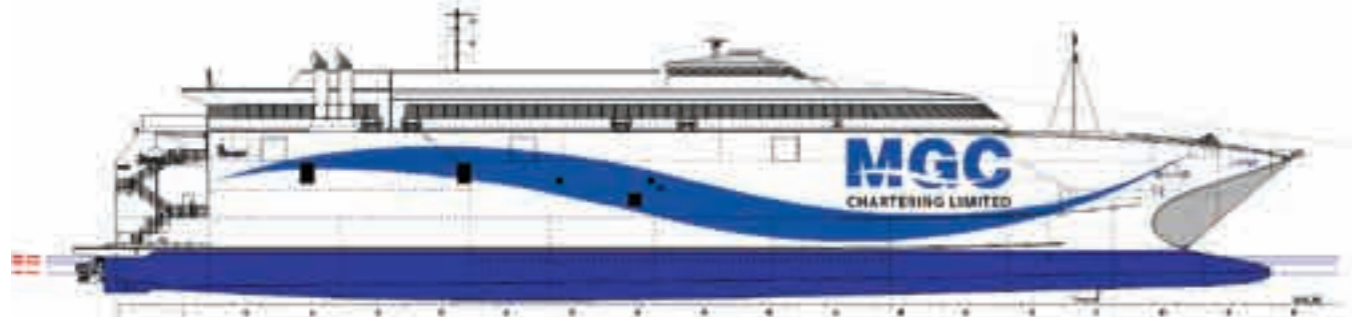
Enhancing the 112 metre Wave Piercing Catamaran's already excellent sea keeping qualities is the Maritime Dynamics/Incat Ride Control System, consisting of transom mounted trim tabs and provision for a retractable T-foil if required. These, combined with Incat's unique hull form featuring long outer bows, fuller midship sections, stern skeglets and greater centre bow clearances, means Motion Sickness Incidence has been reduced in higher sea states by reducing pitch, roll and heave, the major contributors to passenger discomfort.

As always, safety is paramount and the craft is equipped with six Liferaft Systems Australia Marine Evacuation Stations (MES), three port and three starboard. Each MES is capable of serving a total of up to 300 persons. A total of fourteen, 100-person liferafts are fitted. Two SOLAS inflatable rescue boats, each with 25hp motors, are provided for launch and recovery operations.



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DAMP

Incat's third 112 metre Wave Piercing Catamaran



MGC 66, Hull 066, Principal Particulars

Design: Two slender, aluminium hulls connected by a bridging section with centre bow structure at forward end. Each hull is divided into nine vented, watertight compartments divided by transverse bulkheads. Two compartments in each hull prepared as short range fuel tanks and one as a long-range fuel tank.

Designer: Revolution Design Pty Ltd.
 Builder: Incat Tasmania Pty Ltd.
 Class Society: Det Norske Veritas
 Certification: DNV +1A1 HSLC R1 Car Ferry "B" EO
 Length overall: 112.60m
 Length waterline: 105.60 m
 Beam of Hulls: 5.80 m
 Beam (moulded): 30.50m
 Draft: approximately 3.93m
 Speed: 40 knots
 Deadweight: 1000 tonnes
 – high speed operation.
 1000-1450 tonnes – reduced speed
 'cargo only' operation.

Machinery Installations

Main Engines: 4 x resiliently mounted MAN 28/33D marine diesel engines, each rated at 9000 kW.
 Fuel Consumption: SFC of <190g/kWh
 Emmissions: <10g/kWh

Water Jets: 4 x Wartsila LIX 1500 waterjets configured for steering and reverse.
 Transmission: 4 x ZF60000 NR2H gearboxes, approved by the engine manufacturer, with reduction ratio suited for optimum jet shaft speed.
 Ride Control: A 'Maritime Dynamics' active ride control system is fitted to maximise passenger comfort. This system combines active trim tabs aft and an optional fold-down T-foil located at aft end of centre bow fitted with active fins.

Electrical Installations

Alternators: 4 x MAN D 2876 LE 301/ HCM 534 C 360kW (nominal) marine, brushless, self-excited alternators.
 Distribution: 415V, 60 Hz. 3 phase. 4 wire distribution with neutral earth allowing 240 volt supply using one phase and one neutral. Distribution via distribution boards adjacent to or within the space they serve.



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Commercial Operability, Economy, Efficiency and Flexibility

At Incat, we believe in getting it right. Getting it right so we can standby each ship in the full knowledge that the operator is receiving the highest levels of operability, economy, efficiency and flexibility.

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

Incat's 98 metre and 112 metre craft have a payload carrying capacity almost 100% of the ship's own weight, a high payload to vessel ratio not achieved anywhere else in the global high-speed light craft industry.

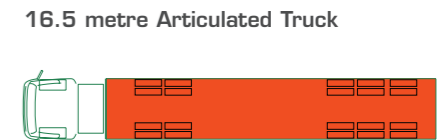
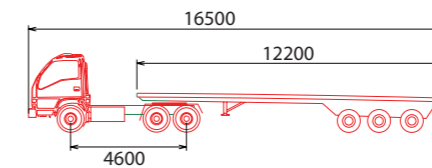
And operational ease! In a recent trial a total of 28 trucks of three types drove on and off the 112 metre ship in a quick stow fashion, demonstrating turnaround efficiency and simplicity for this wide-hulled fast ferry. In a maximum stow, 32 trucks can be loaded with some reversing in the centre lanes.

Sea keeping ability and vessel operability is to the fore with each and every ship built by Incat, the unmistakable form of the centre and wave piercing bows delivering the ultimate in high speed light craft ocean performance.

The main role of the centre bow is to act as a shock absorber for oncoming seas. In calm seas the centre bow is clear of the water. As the ship pitches into waves, the buoyancy force provided by the immersion of the centre bow causes the vessel to reduce its pitching motion by acting as a huge damping system.

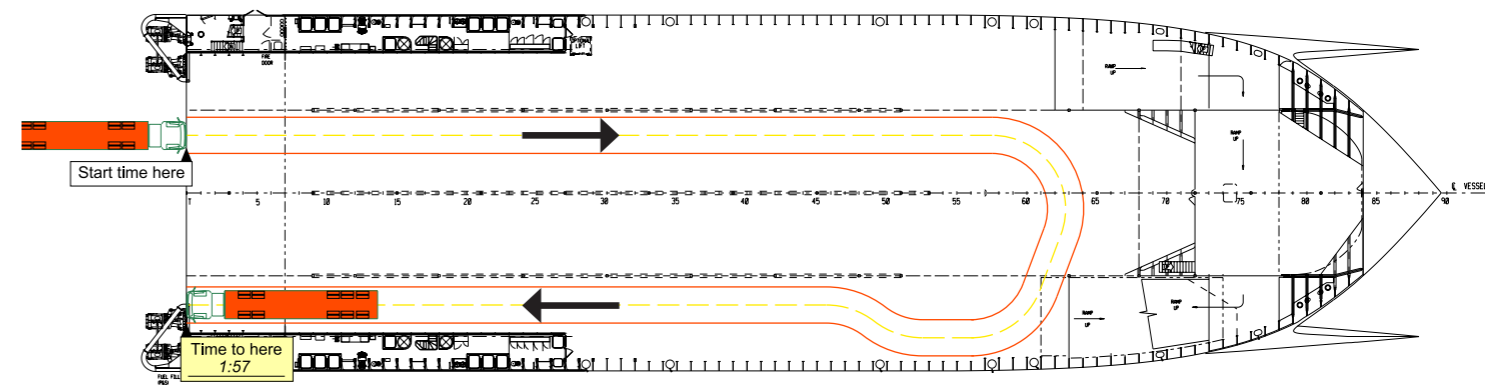
112m WPC TRUCK TURNING TRIAL

In an exercise following sea trials a total of 28 trucks of three types drove on and off hull 66 at the Incat berth. The events were recorded by video and still cameras and times recorded, confirming that the ship can be fully loaded in accordance with the ship's specifications. Only two trucks conformed to European length of 16.5 metres. The other trucks used were of longer total length and had US based turning circles. This was only a minor inconvenience.



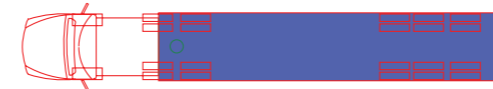
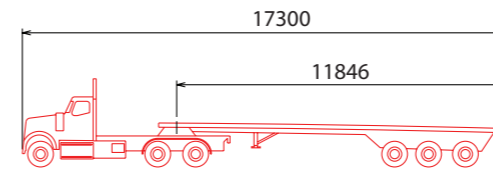
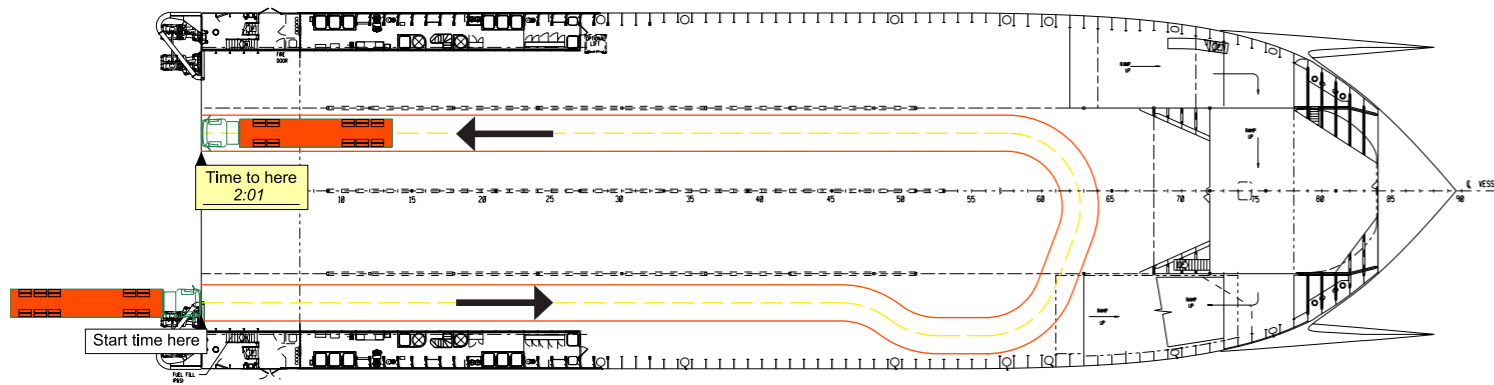
SEQUENCE ONE

112m WPC TRUCK TURNING TRIAL - INBOARD LANES TO OUTBOARD LANES

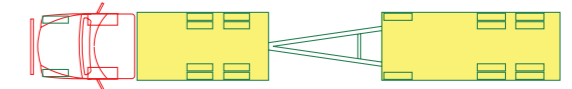
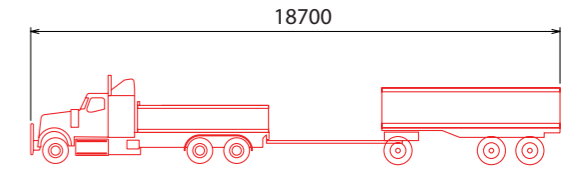


SEQUENCE TWO

112m WPC TRUCK TURNING TRIAL - **OUTBOARD LANES TO INBOARD LANES**



17.3 metre Articulated Truck

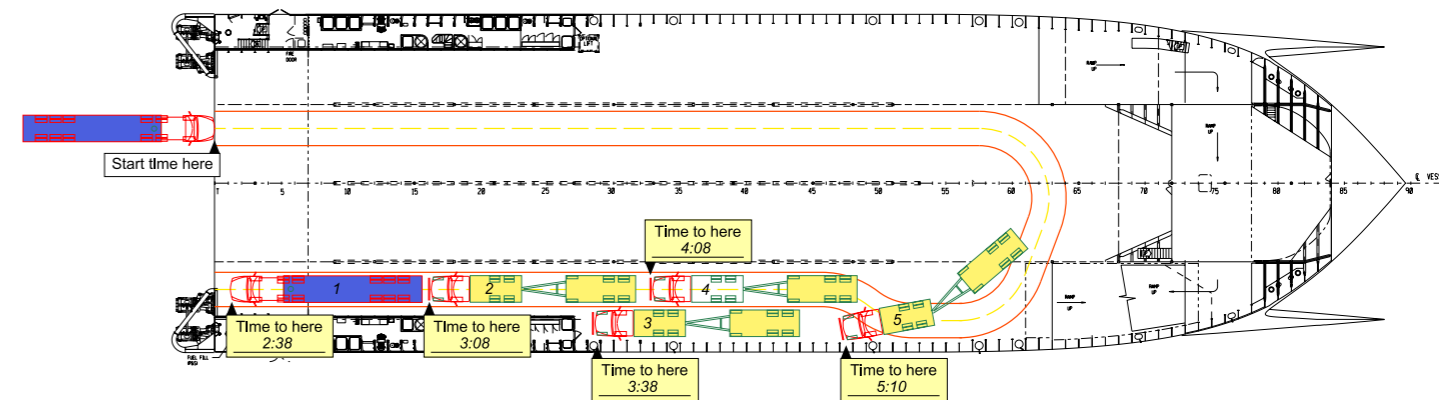


18.7 metre Rigid + Dog Trailer



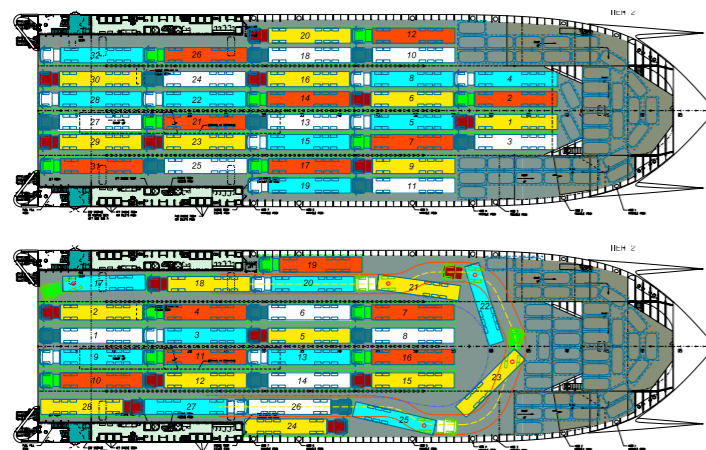
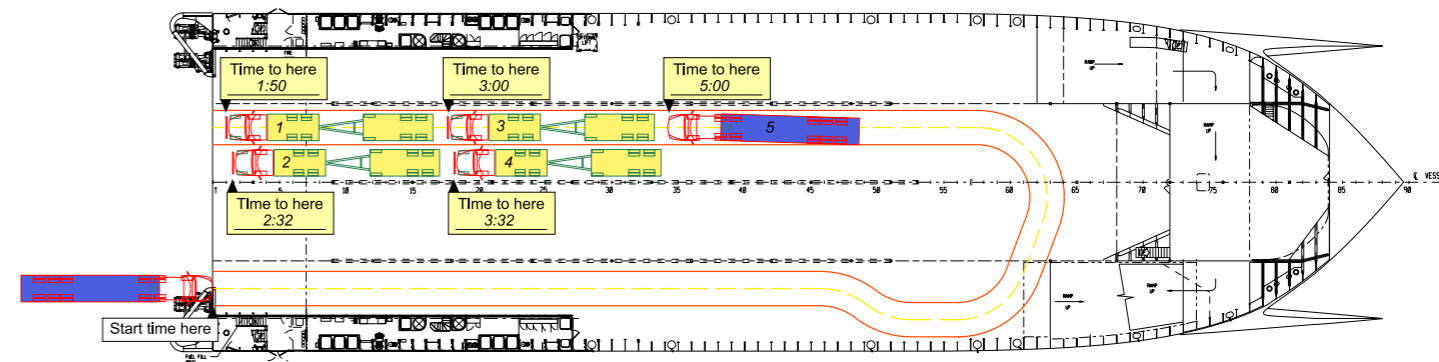
SEQUENCE THREE

112m WPC TRUCK TURNING TRIAL - **INBOARD LANES TO OUTBOARD LANES**



SEQUENCE FOUR

112m WPC TRUCK TURNING TRIAL - **OUTBOARD LANES TO INBOARD LANES**



MAX STOW

DRIVE ON/REVERSE ON COMBINATION

- ALL VEHICLES DRIVE OFF

Trucks - 32

QUICK STOW

DRIVE ON - DRIVE OFF

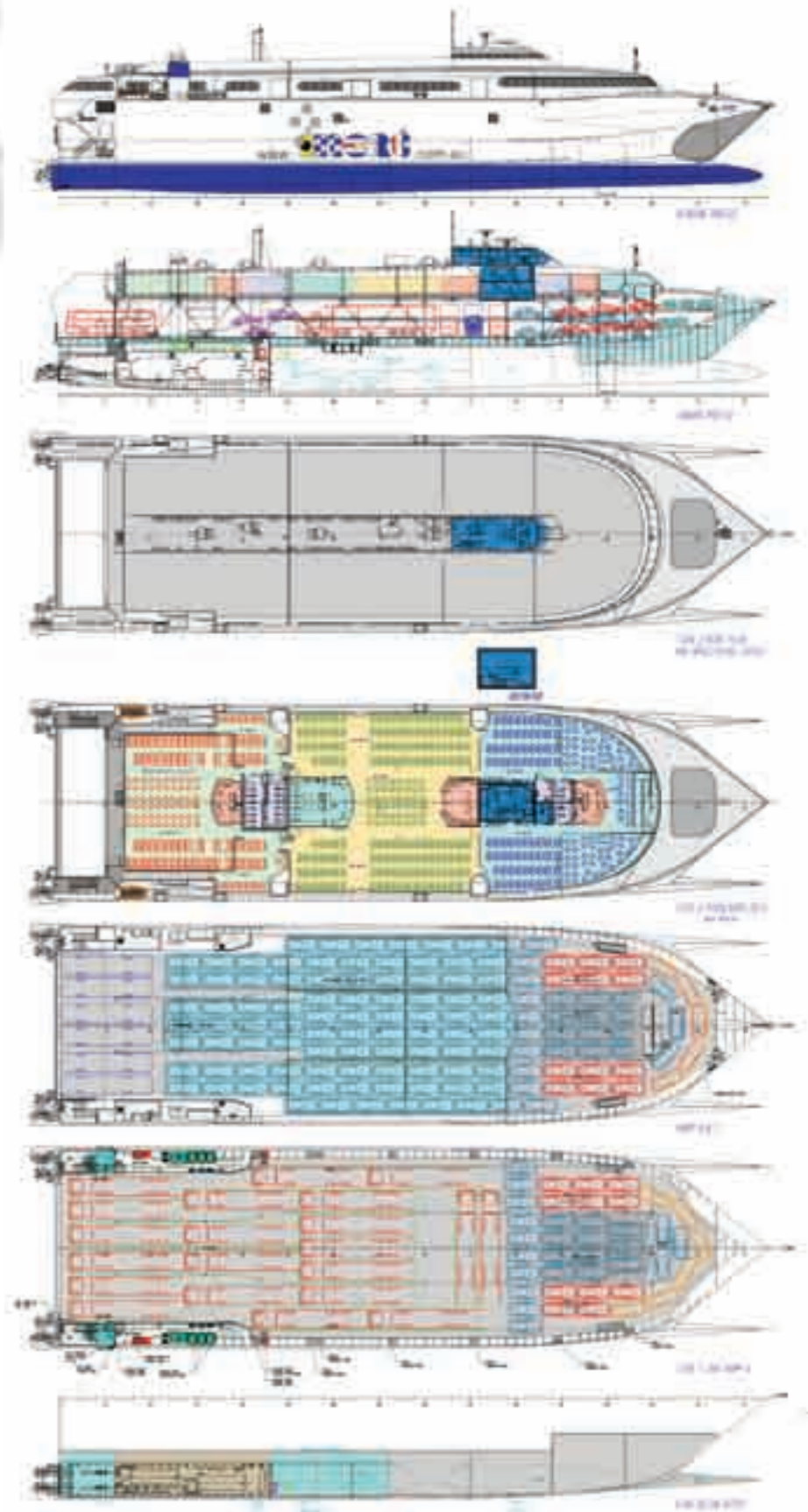
Trucks - 28

98 metre WPC - COMMERCIAL

With twelve vessels from The Evolution range in commercial and military service around the world, the 98 metre Wave Piercing Catamaran is the most successful high speed vehicle-passenger craft in modern times. For its combination of speed, reliability, economy and sea keeping performance no other vessel in its range can rival it.



98m WPC GENERAL ARRANGEMENT

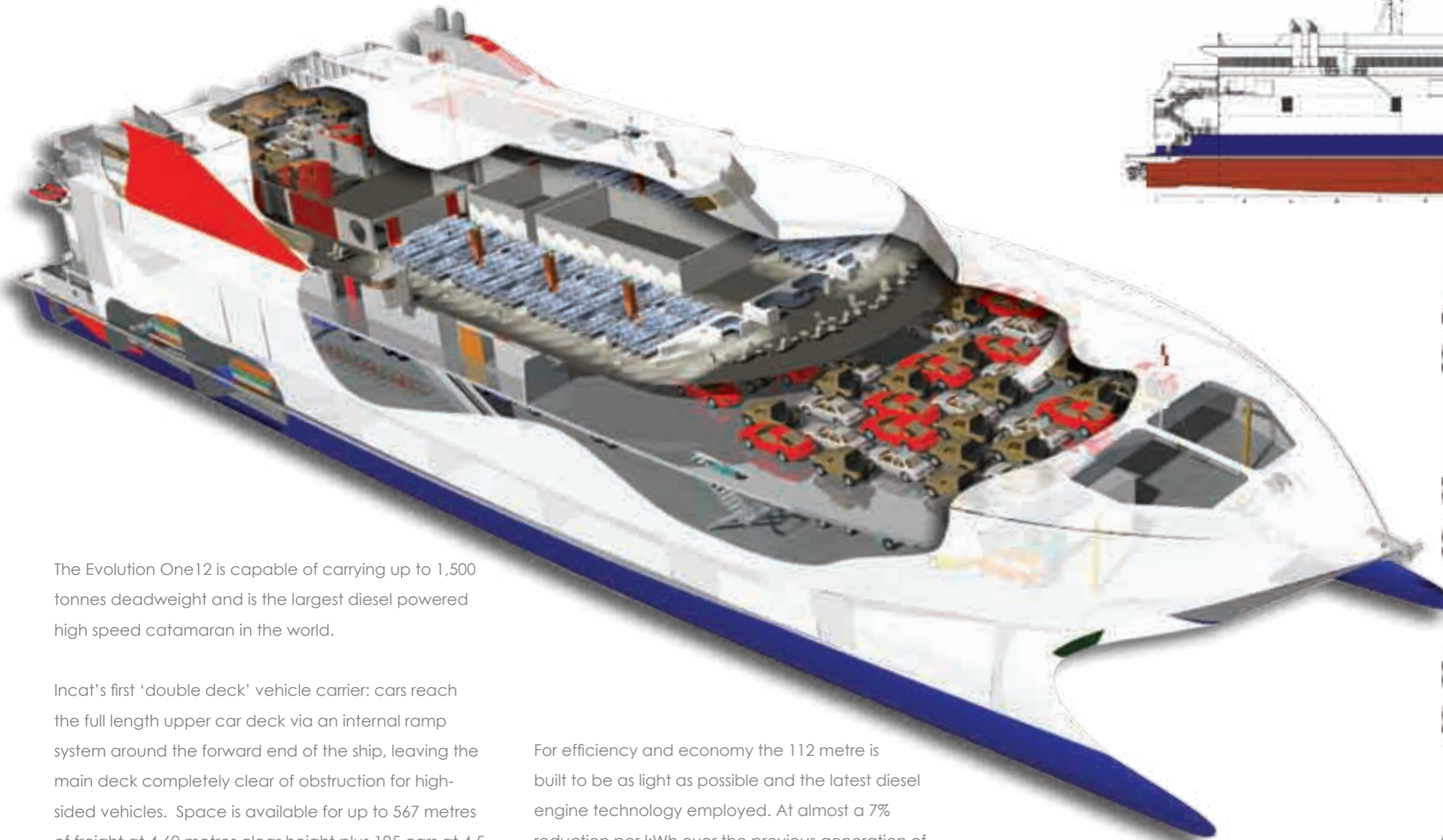


Operators have employed vessels from the 96 & 98 metre range in conditions ranging from operations in the Arctic Circle in winter, to the tropical climates of the Caribbean; hot Spanish summers; Persian Gulf military exercises in summer to mid-Atlantic extreme performance testing in winter.



112 metre WPC - COMMERCIAL

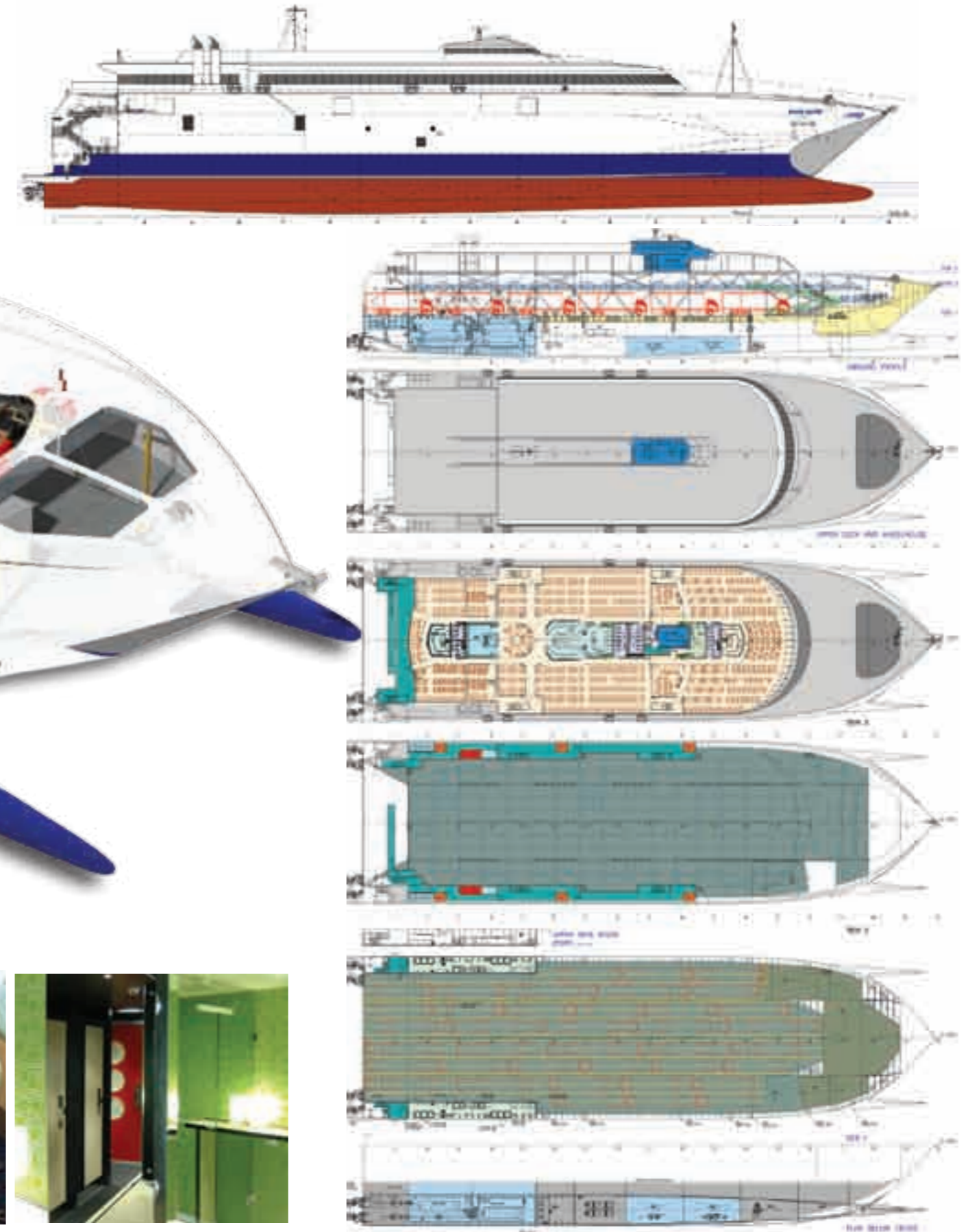
112m WPC GENERAL ARRANGEMENT



The Evolution One12 is capable of carrying up to 1,500 tonnes deadweight and is the largest diesel powered high speed catamaran in the world.

Incat's first 'double deck' vehicle carrier: cars reach the full length upper car deck via an internal ramp system around the forward end of the ship, leaving the main deck completely clear of obstruction for high-sided vehicles. Space is available for up to 567 metres of freight at 4.60 metres clear height plus 195 cars at 4.5 metres length. If the vessel were to be filled entirely with cars then up to 417 vehicles may be carried.

For efficiency and economy the 112 metre is built to be as light as possible and the latest diesel engine technology employed. At almost a 7% reduction per kWh over the previous generation of medium speed diesel engines delivers a massive saving on annual fuel bills.



SHIPS in Service

HULL	TYPE	TRADING NAME	OPERATOR	ROUTE/LOCATION
066	112m WPC	Hull 066	MGC Chartering	Fitting Out
065	112 m WPC	Natchan World	Blue Ocean Shipping	Hakodate - Aomori
064	112 m WPC	Natchan Rera	Blue Ocean Shipping	Hakodate - Aomori
063	17 m Liveaboard	Sixty Three	17m Projects Pty Ltd	Hobart
062	98 m WPC	Milenium Tres	Acciona Trasmediterránea S.A	Melilla - Malaga / Almeria
061	98 m WPC	HSV 2 Swift	US Navy	Global
060	98 m WPC	T&T Spirit	Port Authority of Trinidad & Tobago / Bay Ferries	Port of Spain - Scarborough
059	98 m WPC	The Cat	Bay Ferries	Yarmouth - Bar Harbor/Portland
058	98 m WPC	Milenium Dos	Acciona Trasmediterránea S.A	Barcelona - Palma de Mallorca - Ibiza
057	98 m WPC	Normandie Express	Brittany Ferries	Cherbourg / Caen - Portsmouth
056	96 m WPC	Milenium	Acciona Trasmediterránea S.A	Valencia - Ibiza - Palma de Mallorca/Barcelona
055	96 m WPC	Bentago Express	Fred. Olsen, S.A.	Santa Cruz de Tenerife - Agaete (Gran Canaria)
054	Wing	R & D Craft		Hobart
053	96 m WPC	Bencomo Express	Fred. Olsen, S.A.	Santa Cruz de Tenerife - Agaete (Gran Canaria)
052	96 m WPC	Alboran	Acciona Trasmediterránea S.A	Algeciras - Ceuta
051	96 m WPC	Bonanza Express	Fred. Olsen, S.A.	Los Cristianos de Tenerife - San Sebastian - El Hierro
050	96 m WPC	Manannan	Isle of Man Steam Packet Company	Douglas - Liverpool
NF08	80 m K50	HD 1	HD Ferries	Newhaven
049	91 m WPC	Fjord Cat	Fjord Line	Kristiansand - Hanstholm
048	91 m WPC	Max Mols	Mols Linien Aps	Aarhus - Odden
047	91 m WPC	Express	P&O Ferries	Larne - Cairnryan / Troon
046	91 m WPC	T&T Express	Port Authority of Trinidad & Tobago / Bay Ferries	Port of Spain - Scarborough
045	86 m WPC	SpeedOne	SpeedFerries	Tilbury
044	86 m WPC	Condor Vitesse	Brittany Ferries	Poole - Cherbourg
			Condor Ferries Ltd	Weymouth / Poole - Channel Islands - St Malo
043	86 m WPC	Tarifa Jet	Ferries Rapidos del Sur	Tarifa - Tanger
042	86 m WPC	Condor Express	Condor Ferries Ltd	Weymouth / Poole - Channel Islands - St Malo
041	81 m WPC	Jaume III	Baleària	Algeciras - Ceuta
040	81 m WPC	Stena Lynx III	Stena Line	Fishguard - Rosslare
039	Solar	R & D Craft		
038	81 m WPC	Jaume II	Baleària	Algeciras - Ceuta
037	78 m K50	Sun Flower	Dae A Gosok, Korea	Pohang - Ulung Island
036	70 m K55	Juan Patricio	Buquebus Aliscafos	Buenos Aires - Colonia - Montevideo
035	78 m WPC	Mega Jet	Sea Jets	Crete - Santorini - Sifnos - Piraeus
034	78 m WPC	Elanora	Maritime Company for Navigation	Gizan to Farasan Island
033	78 m WPC	Jaume I	Baleària	Algeciras - Tanger
032	74 m WPC	Atlantic III	Ferries S.A.	Buenos Aires - Colonia - Montevideo
031	74 m WPC	Mandarin	Société de Développement de Moorea	Refitting
030	74 m WPC	Condor 10	Condor Ferries Ltd	Guernsey / Jersey - St Malo
029		R & D Craft		
028	74 m WPC	Al Huda 1	Sea Hawk	Safaga - Dhuba
027	74 m WPC	Pescara Jet	SNAV	Pescara - Split
026	74 m WPC	Snaefell	Isle of Man Steam Packet Company	Douglas - Dublin / Belfast
025	74 m WPC	Sea Runner	Golden Princess	Crete - Santorini - Paros - Mykonos
024	74 m WPC	Patricia Olivia	Baleària	Algeciras - Ceuta
023	74 m WPC	Emeraude France	Maritime Charter Sales Ltd	Tilbury, UK

The above information included Incat vehicle/passenger ferries only and is correct to the best of the editor's knowledge. Please let us know of changes so that we can keep our readers up to date.

EARLIER VESSELS

HULL	ORIGINAL NAME	HULL	ORIGINAL NAME	HULL	ORIGINAL NAME
001	Jeremiah Ryan	009	Spirit of Royleen	017	Tassie Devil 2001
002	James Kelly	010	Trojan	018	Starship Genesis
003	A.K Ward	011	Keppel Cat I	019	2000
004	Fitzroy	012	Thunderbird (Bull's Marine)	020	Our Lady Patricia
005	Tangalooma	013	Little Devil	021	Our Lady Pamela
006	Amaroo II	014	Pybus Rutherglen punt	022	Sea Flight
007	Green Islander	015	Margaret Rintoul IV		
008	Quicksilver	016	Spirit of Victoria		

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