



HD Ferries welcomes Freight!

HD1 is pleased to welcome Freight onboard. We ship to Jersey, Guernsey, St Malo and now our newest route to Cherbourg.

With at least 80 lane metres of freight space we will be pleased to welcome your trailers and trucks onboard.

If you would like to discuss any freight opportunities or if you have any questions, please do not hesitate to contact our Freight Department by emailing freight@hdferries.com or calling us on **0844 576 8832**.

Custom clearance can be arranged for you prior to shipment. Just provide us with all the details and we will guide you through what is required.

We not only provide freight bookings between France and the Channel Islands, we also have access to many other routes which can be found by:

- visiting www.aferryfreight.co.uk
- emailing mail@aferryfreight.co.uk
- calling **0844 576 0060**

Our friendly team are here to help!

NEW HD Ferries Expands Freight Services

HD Ferries is pleased to announce an exciting enhancement to our existing successful freight services between Jersey, Guernsey and France.

The new service which follows numerous requests from existing and prospective customers will allow customers to ship individual items of freight including pallets and packages.

Both business and residential customers will be able to take advantage of a door to door delivery service for individual unaccompanied items ranging from small parcels to pallets which will be transported in our fleet of curtainsided trailers.

The 8 metre trailers which are compliant with Channel Island road legislation will allow the speed of HD1 to be harnessed to a fast local delivery without the need for transhipment of goods through port warehouses.

For further information please email sarahp@hdferries.com or call our dedicated freight number **0844 576 8832**



HD Ferries has appointed Ferryspeed as our distribution agent in Jersey, Guernsey and St Malo. Ferryspeed is a long established and well respected Channel Islands company with a large distribution fleet.

In addition HD Ferries has purchased a Tugmaster for the St Malo operation which will assist with the expansion of unaccompanied freight services.

Customers will be able to purchase goods in France and have them shipped directly to their own premises.

The new service will be operational from the 20th March 2008.

HD1 - A unique ferry

Fast ferries are nothing new to residents of the Channel Islands and indeed since the early 1990's several vessels, built by Incat in Australia, have provided the backbone of services to England and France. However, the latest newcomer to the Channel Islands scene not only looks radically different from any vessel previously supplied by Incat; at speeds of over 50 knots it is also the fastest.



The vessel before becoming HD1

The Incat K-Class range of vessels are recognised around the world for their speed, economy and technical reliability and HD Ferries' HD 1 is the youngest of three similar vessels.

In July 1996 a joint venture agreement was signed between Incat and Afai Ships of Hong Kong to build and market K-Class catamarans at a new shipyard at Panyu in China, two hours north of Hong Kong. The first new Chinese-built high speed ferry, which would eventually become HD1, was very much a further development of the previous K-Class vessels, more powerful engines being just one of many refinements adopted.

Most of the materials for the craft were supplied through Incat's Tasmanian yard and a constant stream of Incat personnel and sub-contractors travelled to Panyu to supervise each stage of construction. Of welded aluminium construction to Det Norske Veritas classification, the ferry is 80.1 metres long with an extreme beam of 19 metres. The two slender hulls are 72.3 metres long on the waterline. On sea trials she impressed; delivering speeds of up to 50 knots lightship and 46 knots fully loaded at 167 tonnes deadweight.

HD1 provides capacity for up to 400 persons and 89 cars. An open deck area aft also allows HD Ferries to offer some truck capacity, attractive to shippers of French produce. Passenger comfort is ensured by a Maritime Dynamics active ride control system.

Exotic History!

Under its original name, Incat K3, the vessel made its commercial debut in April 1999 on charter to Canada's Bay Ferries for a new service in the Bahamas. Based in Miami the ferry operated a crossing to the Bahamian capital of Nassau four days per week and a five hour passage to Freeport, Grand Bahama Island three days per week.

The service targeted both business and tourist markets and features included a food court, a casino and onboard bingo! After just two months in service Incat K3 was carrying an average of 200 passengers per crossing.

A change of career followed and in August 2002 Incat K3 was taken on charter by Guadeloupe's Caribbean Ferries for service in the French West Indies. The decision to acquire the craft met with a favourable response from local French authorities and a growing demand from passengers long deprived of a real car ferry around the islands. Until Incat K3 appeared on the scene the only vessel in the islands with the ability to accommodate vehicles offered capacity for a maximum of ten cars.

Even before the craft had entered service on her new routes between Guadeloupe and Martinique she was making the news at her new home port. When on her delivery voyage from Louisiana Incat K3 came to the aid of five Venezuelan fishermen who had been caught out at sea in poor weather conditions.

And what an introduction it was! Making stops at the Windward Islands of Dominica and St Lucia en route to and from Martinique, Incat K3 was

breathing new life into sea transportation in the region. Just four months after entering service the ferry had taken a majority of the local market share. The fact that her speed of 47 knots was 12 knots faster than the nearest competitor played its part in this instant success!

An added boon for Caribbean Ferries was Incat K3's suitability for small and medium sized freight vehicles requiring a daily fast and efficient same-day ship between Guadeloupe and Martinique. Prior to the arrival of the craft, freight had to travel by container ships offering a twice weekly service utilising lift-on/lift-off operations.

Incat K3's role in Guadeloupe came to an end in 2006 and it was not long before she found new employment in Spain with the nation's largest shipping company; Acciona Trasmediterránea. Employed between Palma, Ibiza and Alicante, the craft provided valuable extra capacity throughout the 2006 summer season pending delivery of that company's new Incat 98 metre Wave Piercing Catamaran.

Following the cessation of the Eméraude Lines ferry service in 2005, the States of Jersey, Guernsey and the French region of Brittany sought an additional operator to meet the demand for ferry travel between the Channel Islands and France.

The 2Morrow Group was one of the companies approached and after nine months of investigation they established HD Ferries to meet the requirement for a regular and reliable ferry service for cars, freight and passengers between Jersey, Guernsey and France. Renamed HD1 the vessel offers six crossings per day, providing travellers with a wide range of additional options to complement existing ferry services.

*By Justin Merrigan
Incat Business Development Officer*