

BONANZA EXPRESS

96 metre Incat Wave Piercing Catamaran



FOR SALE

www.BonanzaExpressFerry.com

BONANZA EXPRESS

Bonanza Express, a 96 metre wave piercing catamaran, was delivered in 1999 under a bareboat charter contract to Fred Olsen S.A. and it has remained on charter and in continuous ferry service ever since.

Bonanza Express was the 25th wave piercing catamaran car ferry and the 27th high speed vehicle ferry to be constructed by the renowned Incat Australia shipyard. This long and unparalleled lineage of vessels in service around the world provided unprecedented insights into the rigours of all weather, year round, intensive ferry operations. In addition to this, with the design and operation of **Bonanza Express** the Fred Olsen group added three very important industry benchmark dimensions that remain relevant to this day, namely:

- A clear focus on optimizing the on board passenger experience;
- Replacing older slow conventional ferries with efficient, high speed, freight capable ferries (**Bonanza Express** was the first high speed vehicle ferry to operate in the Canary Islands archipelago); and
- Maximizing and diversifying the revenue base including on-board spend (bars, cafes, duty free shop etc), passenger tickets, motorbikes, cars, coaches and heavy trucks.

Bonanza Express is therefore a highly evolved and well designed ferry that can earn income from a diversified revenue base including on-board spend (bars, cafes, shops etc), passenger tickets, motorbikes, cars, coaches and trucks.

Bonanza Express is currently configured to carry 750 persons and 230 cars (or a combination of up to 330 truck lane metres and 80 cars).

Bonanza Express is one of the very few vessels in the world to be built and certified to

operate in up to 5 metres significant wave height. With its excellent manoeuvrability, station keeping and seakeeping, the latter afforded by fixed t-foils and aft trim tabs, **Bonanza Express** can sail when many other high speed ferries are confined to port. In operational service **Bonanza Express** has proven to offer very fast turnaround times (20 minutes) and extremely high levels of technical and weather reliability.

Bonanza Express minimises operating costs through a combination of low safe manning requirements, efficient medium speed diesel engines and a highly efficient hull form with minimal underwater appendages.

With historically low fuel prices during the 1990's, many designers and shipyards simply installed more power to achieve faster operating speeds, however, in contrast, the highly experienced Incat design and engineering team focused on maximizing Transport Efficiency defined as:

Transport Efficiency = $(100 * \text{deadweight} * \text{speed}) / \text{total kW}$
(whereby speed is expressed in metres per second)

What is remarkable about **Bonanza Express** is that even today, some 15 years after delivery, it:

- Maintains one of the highest Transport Efficiencies of any high speed craft capable of operating in open water (implying lower annual fuel consumption); and,
- It is the 12th largest high speed vessel in the world in terms of deadweight capacity (implying it can carry large loads including many heavy trucks).



Exclusive vessel re-marketing by Maatsuyker Limited, 17 The Esplanade, St Helier, Jersey JE2 3QA, UK Channel Islands
Phone: +44 7931 907623 or +44 7983 591847 Skype: high.speed.boat Web: www.maatsuyker.com

All details and specifications are believed to be correct however no guarantee of accuracy is provided.

BONANZA EXPRESS

PRINCIPAL PARTICULARS

IMO Number.....9200225
Vessel Type.....Wave Piercing Catamaran
Designation.....Incat 96m
Builder.....Incat
Country of Build.....Australia
Designer.....Incat
Status.....In Service
Class.....DNV + 1A1 HSLC R1 Car Ferry B EO
Flag.....Spain
Build Year.....Feb-1999
Hull Material.....Aluminium

DIMENSIONS

Length (m).....95.47
Beam (m).....26.60
Draught (m).....4.03
Length Waterline (m).....86.00

CAPACITIES

Gross Tonnage.....5528
Deadweight.....838
Fuel.....477 tonnes (330 long range + 147 operating)
Passengers.....750
Crew.....16
Cars.....230
Trucks(Truck Lane Metres).....330 TLM + 80 Cars

PERFORMANCE

Service Speed (kts).....38
Maximum Speed (kts).....47
Significant Wave Height (m).....5.0

PROPULSION

Engines.....Ruston 20RK270 (support by MAN)
Engine Power(kW).....4 x 7080 (@1030 rpm)
Waterjet.....4 x Lips LJ 150/3 D
Gearbox.....4 x Reintjes VLJ 6831

OTHER EQUIPMENT

Gensets (kW).....4 x Caterpillar 3406 B (4 x 245kW)
Ride Control.....MDI trim tabs & forward t-foils



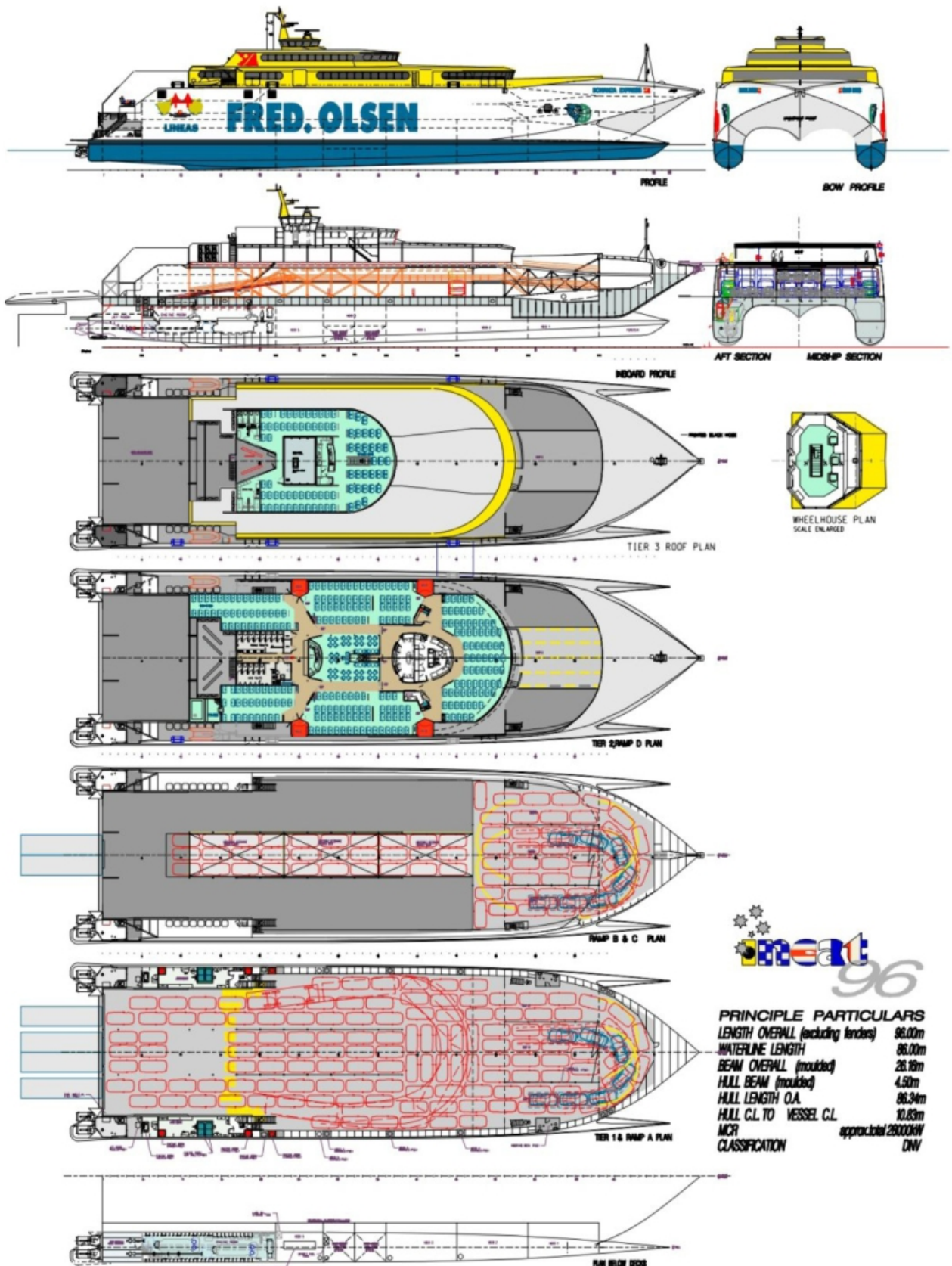
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GENERAL ARRANGEMENT

AO DO NOT SCALE ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED



PRINCIPLE PARTICULARS
 LENGTH OVERALL (including tenders) 96.00m
 WATERLINE LENGTH 86.00m
 BEAM OVERALL (moulded) 26.18m
 HULL BEAM (moulded) 4.50m
 HULL LENGTH O.A. 86.34m
 HULL C.L. TO VESSEL C.L. 10.83m
 MCR APPROXIMATE 28000KW
 CLASSIFICATION DNV

DESIGNED BY	ENGINEERING DIVISION
CHECKED BY	ENGINEERING DIVISION
APPROVED BY	ENGINEERING DIVISION

NO	REV	DESCRIPTION	DATE	BY	CHECKED	DESIGNED BY
1	001	ISSUED FOR TENDER PERIOD	05-09-01			
2	002	ISSUED FOR TENDER PERIOD	05-09-01			
3	003	ISSUED FOR TENDER PERIOD	05-09-01			
4	004	ISSUED FOR TENDER PERIOD	05-09-01			
5	005	ISSUED FOR TENDER PERIOD	05-09-01			
6	006	ISSUED FOR TENDER PERIOD	05-09-01			
7	007	ISSUED FOR TENDER PERIOD	05-09-01			
8	008	ISSUED FOR TENDER PERIOD	05-09-01			
9	009	ISSUED FOR TENDER PERIOD	05-09-01			
10	010	ISSUED FOR TENDER PERIOD	05-09-01			