JetBrief

JetBrief No. 384
September 2006

Location: United States of America **Service**: Passenger Ferry **Waterjet Model:** HM811

NAME:
Key West Express
SERVICE:
Fast Passenger Ferry
LENGTH:
52.27 metres (LOA)
BEAM:
11.58 metres
DRAUGHT:
1.37 metres
CONSTRUCTION:
Aluminium
CAPACITY:
513 passengers
784 Nautical Mile range
SPEED:
41.5 knots
WATERJETS:
Quad HamiltonJet Model HM811
ENGINES:
Quad MTU diesel engines
Model 16V4000 M71, each
2464kW (3305hp) @ 2000rpm
GEARBOXES:
Twin Disc MG 61242 – 2.17:1
OPERATOR:
Sea Key West Express, FL, USA
DESIGNER:
Incat Crowther, Sydney, Australia
BUILDER:
Gulf Craft Inc, Patterson, LA, USA
HamiltonJet DISTRIBUTOR:
HamiltonJet Inc, Seattle, WA &
Sewart Supply, Harvey, LA, USA

Largest HamiltonJet-Powered Passenger Ferry Enters Service

Key West Express is the first high-speed catamaran passenger ferry to utilise quadruple Hamilton HM811 waterjets. While this configuration is used in many successful monohull vessels, the largest HamiltonJet-powered catamaran ferries built prior to Key West Express use twin HM811s or four of the smaller HM651 waterjets.

Key West Express joins two other HamiltonJet-powered passenger ferries in the Sea Key West Express fleet in Florida. Atlanticat and Big Cat Express (both utilising HM651 waterjets) have been in operation since 2003 and 2004 respectively (refer to JetBrief 383). But at 52m and capable of over 40 knots with more than 500 passengers, Key West Express will be the largest and fastest vessel servicing the Ft. Myers and Marco Island to Key West tourist route.

Like Big Cat Express, Key West Express was designed by Incat Crowther of Australia and built by Gulf Craft in Louisianna. It features a Maritime Dynamics ride control system to improve comfort for its passengers, 410 of which can be accommodated inside with a further 110 seats outside aft of the mid deck cabin and on the upper deck.

Due to the beam of each hull, each waterjet is fitted with a narrower than normal Astern Deflector. This ensures the Deflectors do not hit each other or extend beyond the width of the hull.

The waterjets are controlled with HamiltonJet's MECS control system, which integrates with a Maritime Dynamics Autopilot. The MECS control system also features a hand-held remote control unit, which allows the helmsman to move freely around the bridge during close quarter manoeuvring.

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