

What's the story Superferry?

O.K. So let's see if this is right: The Superferry is 349' 4" long. The length at the waterline is 303' 1". From the pictures, that leads one to believe there is an area of water about 46' directly in the vessel's path that can't be seen because it's under the bow.

Now, from the pictures on your website, it appears that the bridge from which your two additional whale spotters will be watching for whales is just a little forward of the 1/2-way point on the vessel. Just how much can be seen from this point? And even if every inch of water could be seen from the vessel's deck, how can spotters watch water all around the vessel and react in time to be certain whale strikes are avoided? Whales surface when they want. They have yet to formulate their Superferry Avoidance Policy.

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Hey, it's good to know that whales never change their course. But just to be sure, have you alerted the whales as to where you'll be traveling so that they don't get in your way?

Whale Spotters – We have two additional whale spotters on the bridge during whale season.

No Propellers – We use water jets so propellers aren't an issue.

A Different Tack – During whale season, we change course to avoid shallow waters where whales congregate.

Have you done studies on the amount of noise these water jets produce in order to propel this 349', 4-story vessel with a maximum deadweight of 882 tons through the water? Studies have shown that whales have gone deaf in heavily trafficked areas due to the noise of engines, thereby preventing them from the possibility of hearing an oncoming vessel.

Also, studies show that death to whales is more often caused by being struck by a vessel as opposed to being struck by a propeller.

