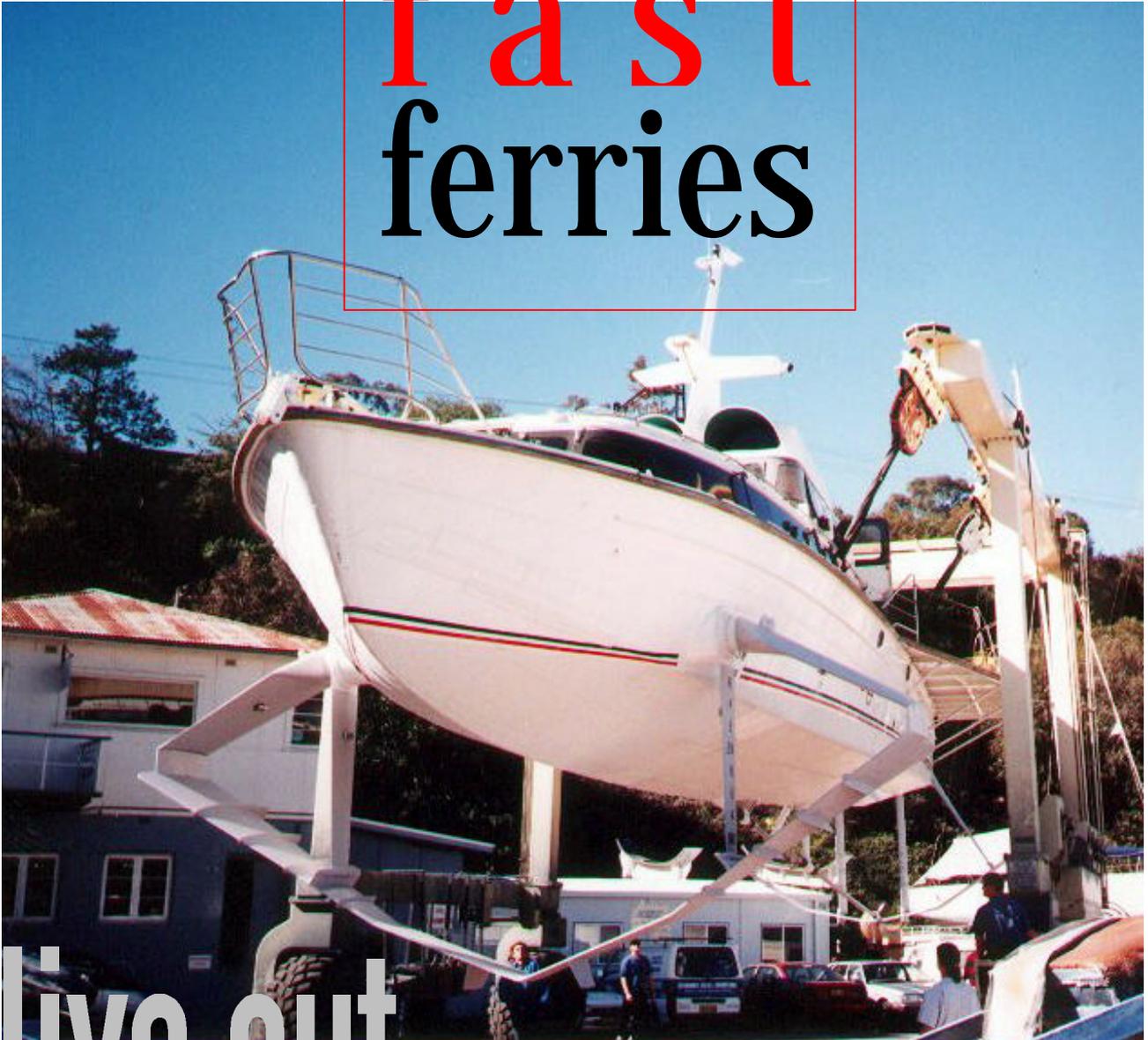


# classic fast ferries



live out  
your  
dream

blown-up hydrofoils

<http://classicfastferries.go.to>

Fast ferry photo-feature magazine depicting the history of hydrofoils, hovercraft, catamarans & other commercially operated high-speed ferries.

Editor & publisher  
*tim timoleon*  
e-mail: [cff@email.dk](mailto:cff@email.dk)

Issued 6-8 times per year in pdf format. Details on publishing date for the upcoming issue can be found on our website.

All artwork and lay-out designs by the editor, except where noted.

Submittals of manuscripts and photos, old and new, and relevant news items are encouraged.

IN side:



HAPPY 2002!

*see you all there*

Former New Zealand PT.20 *Manu Wai* being relaunched at Berries Bay, Sydney, Australia in July 1996  
(Garry Fry)

on the COVER:

## making your dream come true

*buying and operating a hydrofoil of your own / 4*

## have a safe journey!

*the sad end of two PT.50s / 12*

## odd conversions

*two strange looking vessels / 14*

## classic shots

*seen on the slipway 35 years ago / 16*

SCALE  
B O X



# If you can't have the model

The picture of this month's *ScaleBox* model was taken through a shop window in Auckland, New Zealand close to seven years ago.

In February 1995 Garry Fry, who lives in Australia and was formerly employed on the Sydney hydrofoils, went to New Zealand to see his dream come true. For some time he had wanted to buy and run a life-size hydrofoil of his own and through a friend had learnt about a PT.20, *Manu-Wai*, being laid up and for sale

accidentally stumbled across the shop in which window a model of the very vessel was displayed.

Garry says, "I enquired if the model was for sale as I was a keen hydrofoil enthusiast and had actually just come over to New Zealand to buy the full size *Manu-Wai*. I don't know whether the shop keeper believed me on the latter but he didn't want to sell, he didn't even ask me to make an offer". When Garry did not pursue it was because "I was not worried about the model when I

pretty much knew that I almost certainly would have the real thing to indulge in soon enough".

Which was exactly what happened. The hydrofoil was successfully tendered for and a company, Sea Flight Cruises Pty. Ltd., was formed to run *Manu-Wai* on excursion trips and charters on Sydney Harbour and elsewhere.

Turn to get the full story on the full size craft !

## - buy the real thing

following a grounding in 1993 at which the aft foil, shafting and hull had been damaged. Due to the anticipated high repair cost the owners had decided to put the vessel on the market rather than patch it up.

While in Auckland to inspect the PT.20, the hydrofoil-owner-to-be



Right: The refurbished *Manu Wai* foiling past the Sydney Opera House in June 1997 (Martin Grimm)

M<sup>anu</sup>  
Wai



a  
k  
i  
n  
g

come true

your dream

Built by Rodriquez, Italy in 1964, *Manu-Wai* was originally delivered to Kerridge-Odeon Tourist Services and Waiheke Shipping Company, New Zealand for operation between downtown Auckland and Waiheke Island as well as the Pakatoa Island Holiday Resort, then under construction.

To save on shipping cost, following completion and trial runs in the Straits of Messina the hydrofoil was stripped of any protruding object that was not part of the hull or superstructure

Opposite: PT.20 *Manu Wai* in full flight at Broken Bay, NSW Australia on September 21<sup>st</sup> 1997 (Martin Grimm) – and as delivered to New Zealand in 1964 (inset)

such as the foils, mast and air vents prior to shipping. On arrival in New Zealand the vessel was reassembled under the supervision of a Rodriguez engineer and entered service on June 22<sup>nd</sup> after the necessary test runs and crew training.

Very soon after the introduction into service of *Manu-Wai* the owners announced they were seriously considering ordering yet another hydrofoil of the bigger PT.50 type, to be operated on longer routes, based on the satisfaction with the PT.20. These plans were never carried out however.

In 1968 *Manu-Wai* was acquired by another local operator, North Shore Ferries, which continued operating the hydrofoil on the Waiheke Island commuter run until December 1973 when a dispute between the owners and the Seamen's Union had the craft grounded, never to reenter service.

It was not until eight years later, in 1981, that the hydrofoil was again sold, this time to a private individual who began restoring the craft and converting it into a private cruiser. Some time later the owner struck a deal with Dominion Breweries to return *Manu-Wai* to commercial service as a tourist ferry.

### Completely rebuilt

In 1988 the hydrofoil was taken over by Manu Wai Holdings Ltd., to be used as a luxury corporate charter vessel – still in the role as a hydrofoil – for use on Auckland Harbour. For this task *Manu Wai* was completely redone, inside and out.

Work included a complete overhaul of the main engine which was returned to as-new condition, the fitting of reconditioned clutch (new plates), the replacing of original electrical controls with hydraulic unit and the installing of a new 13 kW generator set. The corroded hull and keel plating were replaced as necessary before being treated with anti-corrosive coatings. All original framed windows were replaced with continuous wrap-around style grey tint lexan.

Extensive modifications to the aft saloon comprised increasing headroom by 150mm, the installing of an additional washroom/w/c, fitting of large sliding side windows and a 3-piece removable lexan hatch/emergency exit. Externally, the aft deck was specially widened, the original purpose being – aside from serving as protection for the aft foil when coming alongside – to provide a landing platform for a small helicopter. This was to accompany *Manu Wai* on a circumnavigation of New Zealand to coincide with the arrival of the Whitbread round-the-world sailors at the time. A documentary was to be made in conjunction with the NZ film commission but fell through putting an end to the ambitious project. The deck extensions, however, allowed for passengers to move about on the open deck whilst at hullborne speeds.

To protect the bow foil when mooring at conventional wharves, guards were fitted directly to this port and starboard sides – a somewhat unorthodox solution.



Above: Impression of *Manu Wai* in Dominion Breweries 'Kiwi Lager' livery. The KL logo was actually applied to the craft

Opposite: The PT.20 as found in New Zealand in February 1995. The craft had been stripped of its foils due to damage from grounding the previous year (Garry Fry)

Interior work was carried out to Bruce Woods & Brett de Thier Ltd. design and specifications, including converting the original aircraft-style seating for 72 passengers into a luxury lounge-style seating for 52. A small modern bar/galley with microwave oven, dishwasher and beer/soda cooler was installed in the forward saloon. Other amenities included a complete sound system and TV/VCR. Total cost of rebuild was NZD 1.3 million.

The vessel, keeping its name, was relaunched in Auckland in January 1990.

Surprisingly, it saw little use in its new role and was sold to a company called the Caret Group which intended to relocate the hydrofoil to the Bay of Islands as a tourist boat in 1993. Northland Port Corporation, which had undertaken the 1989/90 rebuild, carried out a refit late in 1993 prior to the transfer to Bay of Islands. Unfortunately, on its positioning trip *Manu Wai* was run aground on a mud flat while foilborne causing considerable damage to the aft foil, minor damage to the propeller and bending of the tailshaft. The bow foil, having a weak link unlike the aft foil, collapsed and swung back aft.

After being salvaged, *Manu Wai* was towed back to Northland Port Corp. at Whangarei. The insurance company wrote the vessel off and decided to sell it by tender some twelve months later.

### Living out his boyhood dream

Long before this, Garry Fry, a Sydney resident and dedicated pro-hydrofoiler (see 'ScaleBox' on page 3), had decided he wanted to operate his own hydrofoil service and began doing feasibility studies.

This had nothing to do with *Manu Wai* at the time though, rather he was aiming at a tourist oriented operation using a PT.50. Having known since early teenhood that he wanted to become a hydrofoil captain, Garry joined the Urban Transit Authority of New South Wales in 1981 as a deckhand on, first, the PT.50 and RHS 140 and later the brand new RHS 160F hydrofoils. On completion of the required deck time he acquired his masters certificate.

But the goal of becoming a hydrofoil captain was thwarted by a seniority system through which it would take at least ten years of service on the conventional vessels in the UTA fleet – by which time, it would turn out, all hydrofoils had been phased out in favor of catamarans.

With the feasibility study in hand but with limited resources at his disposal, Garry contacted the marketing section of Rodriguez in 1993 with a proposal for a Sydney-based tourist operation.



Left: *Manu Wai* shortly after arrival in Australia in 1995. The specially designed section comprising the mast, air intakes and life raft storage was detached from the roof of the wheelhouse/belvedere cabin prior to shipping from New Zealand (Martin Grimm)

Opposite bottom: The vessel lifted and placed in cradles about a month later (Martin Grimm)



Initially quite interested, after having compiled a study of its own Rodriguez advised that it was not in the position to enter upon any new overseas projects for the time being. With the most logical backer now out of reach, the Sydney PT.50 venture was temporarily put to rest and concentration was altered to something smaller which Garry could set up for himself.

One of the craft that came to his attention was a Supramar PT.4, *Meteor III*, which had previously been operated on excursion trips on Lake Wakatipu in New Zealand by Snowline Cruises. With a LOA of 11.5m, the small 17-passenger PT.4 had been built in the U.K. by the Wykeham Shipyard in 1966 and was originally delivered to Hydrofoil Cruises of Queenstown, N.Z.

However, during investigation into the possibilities of bringing *Meteor III* to and operating it in Australia, in early 1995 a friend of Garry's showed a promotional video of PT.20 *Manu Wai* which he had learnt was up for sale in New Zealand.

As this craft suited Garry's planned operation better than the rather tiny PT.4, he made enquiries to establish the status of the vessel which resulted in a hasty trip to New Zealand to have a look at it.

Armed with a video and still camera the damaged aft foil – which had been detached from the hull, along with the forward foil – was documented from every possible angle.





To Garry the damage appeared less than envisaged. On return to Australia copies of the material were sent to Rodriguez in Sicily for assessment. The yard advised that the aft foil, which had a 3 degree negative angle of attack between the supporting struts, could be straightened, although the photos did not show enough detail to determine precisely where the foil was bent. It would first have to be reassembled to the hull and the angle measured before the full extent of the damage was known.

Based on this fact and the inspection of the hydrofoil on location Garry decided to go for it. He prepared a business plan to repair and operate *Manu Wai* on tourist trips on Sydney Harbour and surrounding areas, secured a business partner and formed a company, Seafight Cruises, which successfully tendered for the vessel.

The hydrofoil arrived in Australia on June 29<sup>th</sup> and work on the damaged vessel, carried out in Sydney by Starkstrom Marine, commenced immediately.

The biggest task obviously was the aft foil, the repair of which was beyond the expertise of the new owners. Thus, an engineer from Rodriguez whose speciality was foil repair and modifications was flown in from Messina. He had to carry out the work under very primitive conditions compared to what he would have had back in Sicily with specialized equipment. Rodriguez was very helpful during the whole exercise and the engineer succeeded in straightening the foil on first attempt. To ensure that the foil performed properly he was working to an accuracy of a quarter of one degree, returning it to as-new specifications.

The skill of his work became evident on the first trials when the

crew was able to record take off times of 30 seconds in lightship trim and 10-15 seconds longer with a full load – almost identical to builder's trials back in 1964.

The outriggers on the forward foil which were damaged when the vessel was run aground were repaired but not refitted as, according to the foil expert from Rodriguez, such should be attached to the hull and not the foils. A practice used on the craft operating on the Italian lakes (*see May/June 2001 cff*).

In addition to the repairs to the grounding damage, every major system was overhauled or renewed as necessary. Saloons were refitted with Maxton Fox lightweight seating, new carpets and trim.

The repairs and modifications necessary for operation in Australia took longer and cost more than anticipated. But Garry and company were persistent and, after some trials and tribulations, eventually succeeded in getting the hydrofoil up and running in July 1996. The hydrofoil was raced against the Sydney Ferries' JetCat catamarans during some test runs on the Harbour and achieved speeds of up to 36 knots – leaving the JetCat behind in the sea spray and envy.

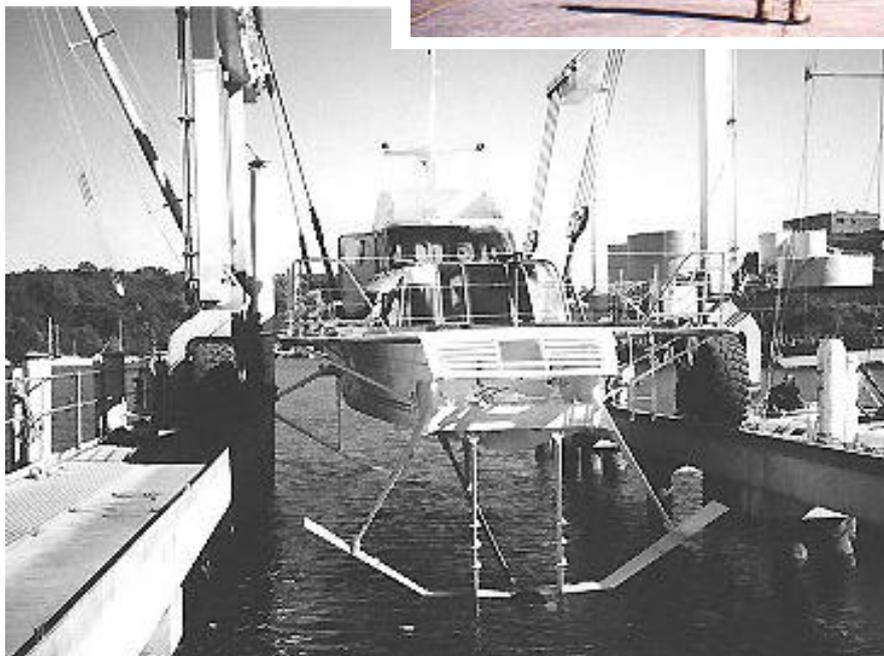
Ship-shape and looking younger than ever, the relaunched *Manu Wai* carried its first paying passengers on a New Year's Eve charter and subsequently entered service on scheduled scenic tours on Sydney Harbour.

The demand for this type of sightseeing trips, surprisingly, did not meet with expectations though and it was decided to relocate the vessel to Akuna Bay, about 45 minutes – by hydrofoil! – north of Sydney, the following June.



The  
**relaunching**  
of *Manu Wai*  
by the  
proud  
new owners

at Berries Bay, Sydney  
in July 1996





On the market  
 – Or a new market ?

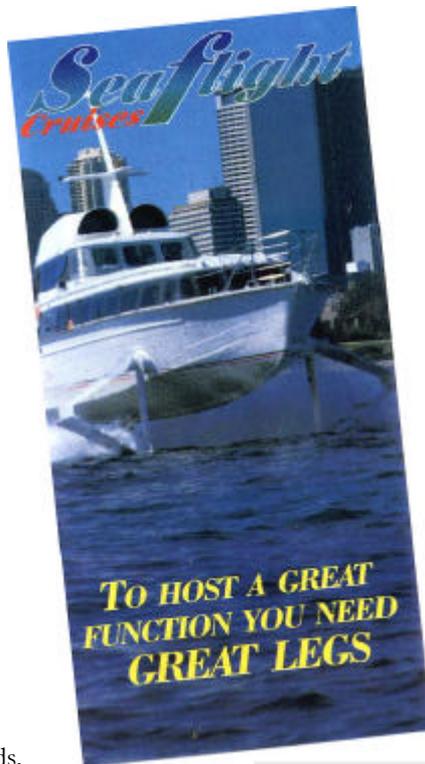
Last year a decision to put the hydrofoil on the market was made, obviously very reluctantly so.

Earlier this year *Manu Wai* was getting prepared for a potential buyer from Victoria. Says Fry :

"My intention is to get the boat in first class order. If the person from Victoria doesn't come through or doesn't make a reasonable offer I want to put *Manu Wai* into a 1C survey to allow for coastal operations and run it to Broken Bay as a tourist boat as I originally intended".

The Broken Bay run includes a 19-nautical mile coastal passage between Port Jackson (Sydney Harbour) and Broken Bay which contains many beautiful secluded bays, numerous waterside restaurants and a world-class marina set in the midst of a magnificent National Park. The Port Jackson & Manly Steamship Co., which introduced the hydrofoil on Sydney Harbour back in 1965, for many years operated to Broken Bay using a 1,700 passenger double-ended Manly ferry which had sailed out to Australia under its own power from Belfast in 1938.

Later on smaller conventional vessels used to operate these cruises on weekends, which have long since been discontinued. The round trip took five hours. Due to the sheer size of these vessels and lack of facilities, all they could do was turn around at Cottage Pt without being able to put anyone ashore.



*Manu Wai* will be able to cover the very trip in just over an hour, one way, offering the mooring at a marina and/or continue on to other venues.

The tricky part with this operation, and the reason why nobody else is doing it, is the often rough seas and unpredictable weather off the Sydney coast which makes it difficult to commit to scheduled trips. "My goal", Garry say, "is to be able to do sufficiently well with the PT.20 for one or two seasons, maybe just operating during the [Australian] summer months, to pave the way for an RHS 150F or RHS 160F hydrofoil, either of which should be able to operate at least 90% of scheduled trips from a weather perspective."

To get around the weather factor with the PT.20, Garry believes the nature of the operation would allow the hydrofoil to operate the coastal passage in hullborne mode if conditions get too rough to fly, but still of course within survey, insurance and passenger comfort criteria. ■

Garry Fry would appreciate to hear from any PT.20 captains who may have experience with these vessels in rough seas, in particular to verify whether it is possible to operate the craft in a half-foilborne mode without overloading the engine. He also would welcome to be contacted by someone with MTU 12V 493 engine parts who could assist in building up a spares stockpile prior to re-launching the vessel/service.  
 Email to: [gfry@vtown.com.au](mailto:gfry@vtown.com.au). Further contact details available on request from the editor.

**Opposite:** Thirty-two years after the first PT.20 entered service on Sydney Harbour *Manu Wai* does not look at all out of place or time against the modern high-rise buildings forming the backdrop to the harborfront on July 8<sup>th</sup> 1997 (*Martin Grimm*)

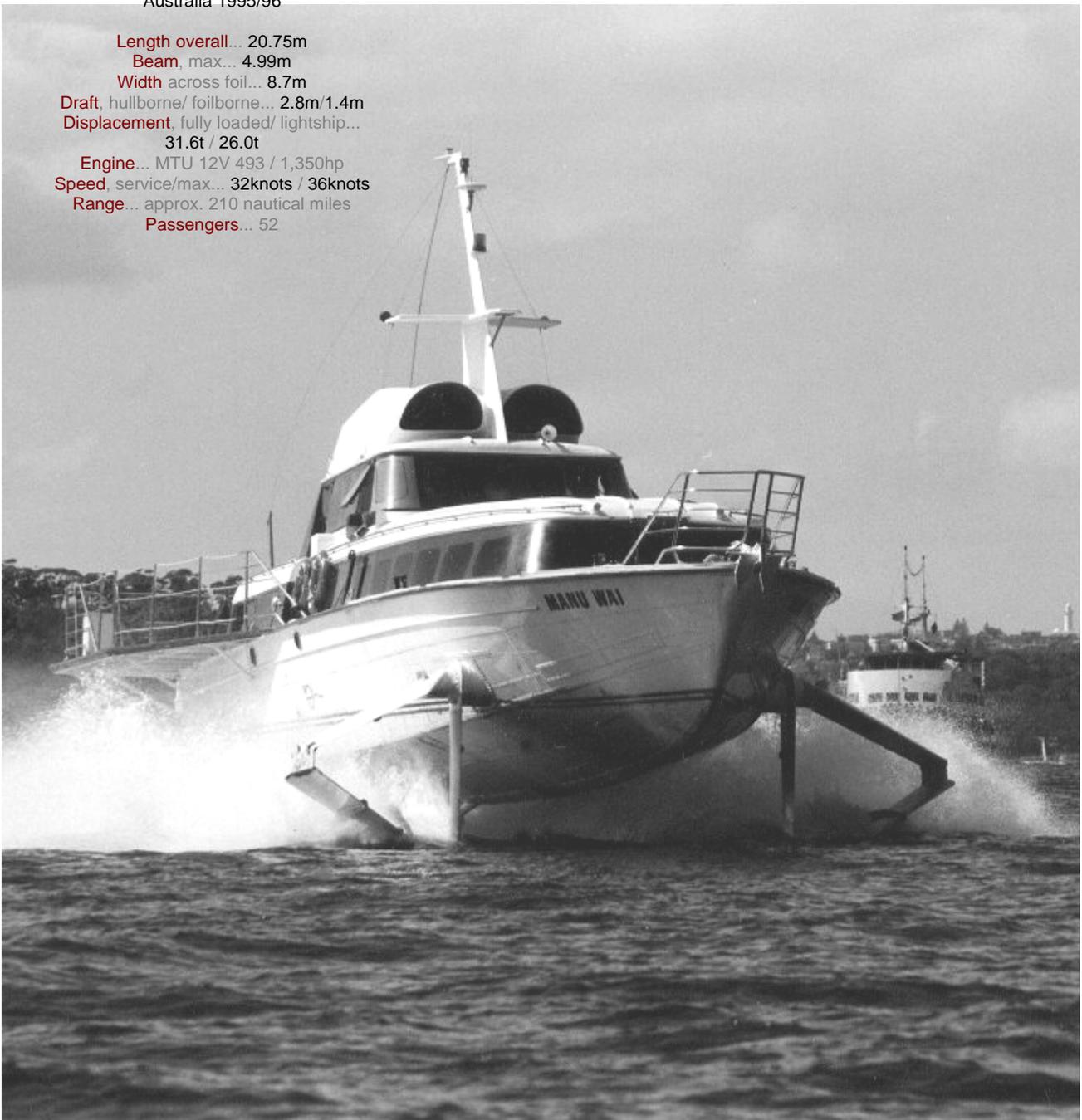
**Below:** People would travel as far as from Germany to ride on and photograph the smart looking hydrofoil! (*Thomas Whurmann*)

## PT.20 *Manu Wai*

delivered in 1964 by Cantiere  
Navale L. Rodriguez, Messina, Italy

Completely modernized & rebuilt in New  
Zealand 1989/90  
Further refurbishment carried out in  
Australia 1995/96

Length overall... 20.75m  
Beam, max... 4.99m  
Width across foil... 8.7m  
Draft, hullborne/ foilborne... 2.8m/1.4m  
Displacement, fully loaded/ lightship...  
31.6t / 26.0t  
Engine... MTU 12V 493 / 1,350hp  
Speed, service/max... 32knots / 36knots  
Range... approx. 210 nautical miles  
Passengers... 52

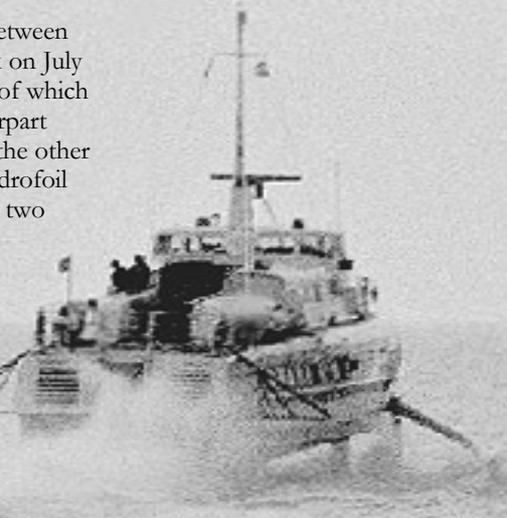


**I**n November 1983 two Scandinavian PT.50 hydrofoils were sent to an early grave.

Ordered by Svenska Rederi AB Öresund of Malmo, Sweden, *Svalan* was delivered by Rodriquez at a ceremony in Messina in June 1965. The hydrofoil, the first to be built by Rodriquez for this operator, sailed for Sweden on June 30<sup>th</sup> under its own power. The 3,000 nautical mile route was covered in just ten days, with calls at Bizerta, Tunisia; Algier; Oran; Gibraltar; Lisbon; La Coruña, Spain; Brest, France and Dover before entering the Elbe and Kiel Canal at Cuxhaven. The ill-famed Biscay was traversed in 11 hours.

The vessel commenced service between Malmö and Copenhagen, Denmark on July 15<sup>th</sup> joining two other PT.50s, one of which belonging to SRÖ's Danish counterpart Dampskibsselskabet Øresund and the other being leased from Westermoen Hydrofoil in Norway which had also built the two craft.

Toward the end of the year SRÖ placed a repeat order with Rodriquez for a PT.50, *Tärnan*, for delivery in June 1966. Delivered in the same manner as sister-ship *Svalan*, however this time the trip did not go so smoothly. Severe conditions was experienced, particularly so in the Atlantic, but the vessel still behaved remarkably well and the journey from Messina to Malmö was completed in just under two weeks.



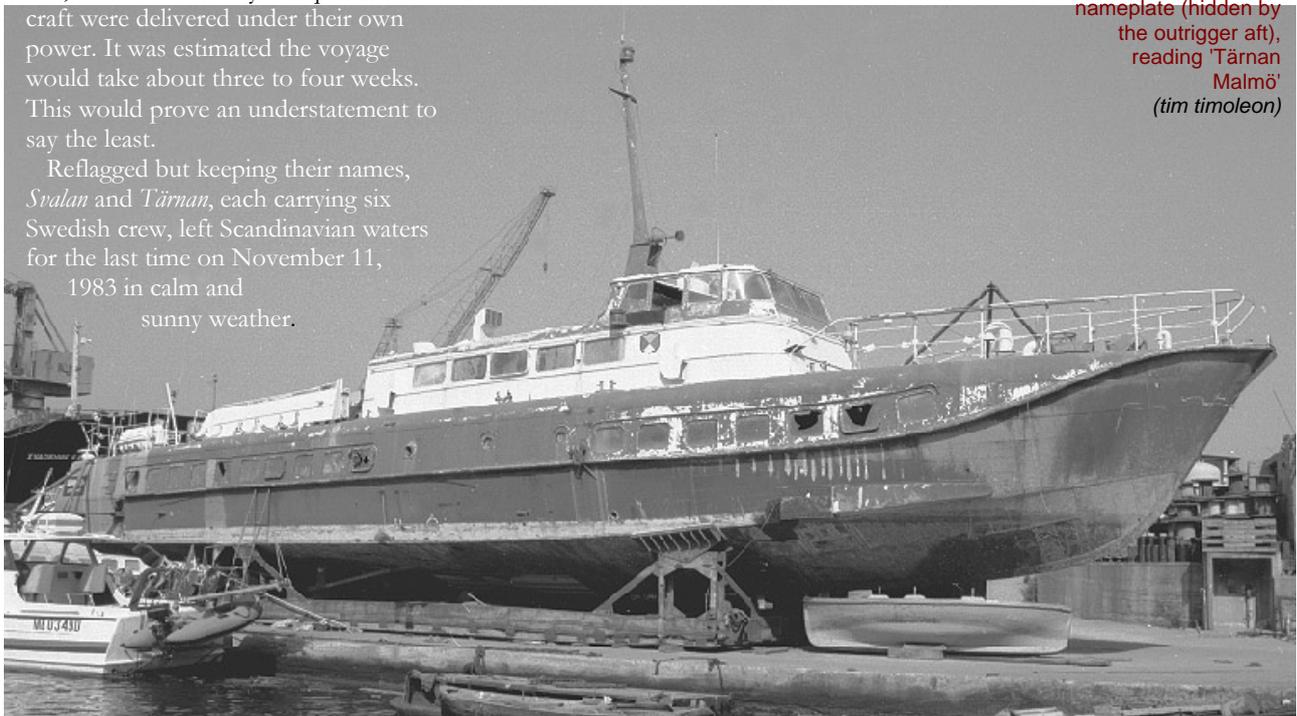
Have  
a  
safe  
journey!

Top: PT.50 *Svalan* as delivered, and Bottom: sister *Tärnan* in the last paint scheme of dark blue, red and white introduced in 1983 (Tomas Johannesson, both)

As delivered *Svalan* and *Tärnan* sported the standard-at-the-time paint scheme of all-white, with just a blue line on the hull below the windows; ordinary perhaps but very attractive. Later, more blue was added around the windows of the lower aft saloon. In 1983 a new corporate design of blue, red and white was introduced on the SRÖ/DSØ fleet of hydrofoils and Westamaran catamarans. This did not look good at all. Particularly on the hydrofoils the very dark blue color on the hull was a disaster.

About this time the SRÖ/DSØ hydrofoils were put on the market (to be replaced by catamarans) and shortly after the makeover the two PT.50s were sold in Cyprus, reportedly for USD 135,000 each. The buyer requested the craft were delivered under their own power. It was estimated the voyage would take about three to four weeks. This would prove an understatement to say the least.

Reflagged but keeping their names, *Svalan* and *Tärnan*, each carrying six Swedish crew, left Scandinavian waters for the last time on November 11, 1983 in calm and sunny weather.



*Tärnan* after being raised and sitting in the Rodriquez yard in September 1987. The vessel still carries the DSØ/SRØ company logo on the superstructure (under the bridge windows) as well as the nameplate (hidden by the outrigger aft), reading 'Tärnan Malmö' (tim timoleon)

This had changed by the time the two vessels reached the North Sea at Cuxhaven where severe conditions required they continued in hullborne mode. It was decided to make a non-scheduled call at Den Helder, The Netherlands for the night.

Next port of call was Dover, but in crossing the English Channel *Svalan* suffered a rudder break-down and had to be inspected and repaired by frogmen – an exercise which lasted for more than a week.

Traveling south, the Biscay lived up to its reputation and had the sisters return to the French port of Brest three times in their attempts to cross it before succeeding in reaching Spain and Gijón the fourth time.

Having reached Lisbon the weather did not seem to improve, rather the opposite, and it was decided to stay put

for a fortnight during the Christmas holiday. New Year was spent in Gibraltar.

From here the journey continued to Messina, with refuelling calls in Algier and Tunisia. Off Palermo the Cypriot-flagged hydrofoils got the attention of the Italian Coast Guard which boarded the craft and inspected them from mast to keel.

In Messina the vessels got a check-up at the Rodriquez yard before the last leg to Cyprus, by way of Piraeus and Rhodes. Finally, almost three months after they had left Malmö, on February 5<sup>th</sup> 1984 *Svalan* and *Tärnan* reached their destination at Larnaca.

Back in Sweden media caused a stir when it told the tale. The new owners, about which identity there had been some speculation, had

acquired the two hydrofoils for a song, it was felt. Especially in view of the troublesome and much longer than anticipated delivery trip which, with 12 Swedish crew, must have cost SRÖ/DSØ close to the selling price. Also, shortly prior to the sale *Svalan* had been extensively refurbished and thus in fact was in better condition than some of the hydrofoils and catamarans that were left behind.

But the sad story did not end here. It is uncertain whether the hydrofoils ever entered service in Cyprus – but if so, it was keeping their original names.

What *is* certain is that at a point the craft were taken to Messina and berthed next to the Rodriquez yard. Here they sank following explosions on board in the small hours on January 30<sup>th</sup> 1986. At least one of the vessels, *Tärnan*, was subsequently raised but never saw service again. ■



EDWARD BRIAN-DAVIS photo

## At least it's not used for sightseeing

Two readers have sent in pictures and asked about the same vessel. Combined the two photos give the answers to some of their questions.

The rebuilding of Westamaran catamarans are not all that unusual, examples of which have been featured in past issues of *cff*. In the present case the exterior lines were not tampered with. But the windows in the passenger saloon have all been covered up, indicating that the vessel was supposedly converted into a cargo or supply vessel.

The catamaran was launched as *Westjet* at Westermoen Hydrofoil, Mandal, Norway just before Christmas in 1976. Designated W95T it was the first Westamaran to be equipped with gas turbines and water jet propulsion. Having been built ahead of order, not usual at the yard, it was leased to Troms Fylkes D/S and Saltens D/S for a trial long-distance service in northern Norway between Tromsø and Bodø in 1977. Cruising at around 38 knots, the journey time was some six hours, admittedly with several stops en route.

The American manufactured Jacussi waterjets proved problematic though and SDS decided to withdraw from the joint operation after the summer season of that year and the Harstad-Bodø leg was discontinued. TFDS continued operating *Westjet* between Tromsø and Harstad for another six or so months but also decided to step back and the vessel was returned to the builder's Alta yard, likewise located in north Norway, in 1978.

It was not until 1980, however, that the W95T found a buyer. Acquired by Spanish operator Alisur S.A. and renamed *Alisur Azul*, the refurbished catamaran entered service in the Canary Islands between Lanzarote and Fuerteventura. It remained in service here for six years until the route closed down in mid-1986.

From this point on the vessel's exact whereabouts and identity becomes uncertain.

In the top photo the catamaran is seen at Southampton in 1988, looking a bit worn. The Alisur company name is still visible on the hull, whereas the actual

name of the vessel is not. There is no doubt however that it is the former *Azul*; it may and may not have been renamed at this point. For instance, a name which has been mentioned is *Karmen*.

In 1986 and 1987 two purpose-built cargo catamarans for the fast transportation of fresh fish and produce between Iceland, Norway and the Netherlands had been built in Norway and so it is likely that the W95T was rebuilt to play a similar role (although not with the same company) and that the vessel was blindfolded not just to protect the windows during the sea journey from the Canaries to the U.K.

This theory is being supported by the photo below, in which the rather anonymous looking W95T is seen at Lisboa nine years on, in May 1997. The vessel now sports an all-over dark blue which, coupled with the fact that the picture was taken from a great distance, makes it hard to make out any name or owner. What mainly gives the craft away of course are the exhaust pipes at the extreme rear, especially since this was the sole W95T built.



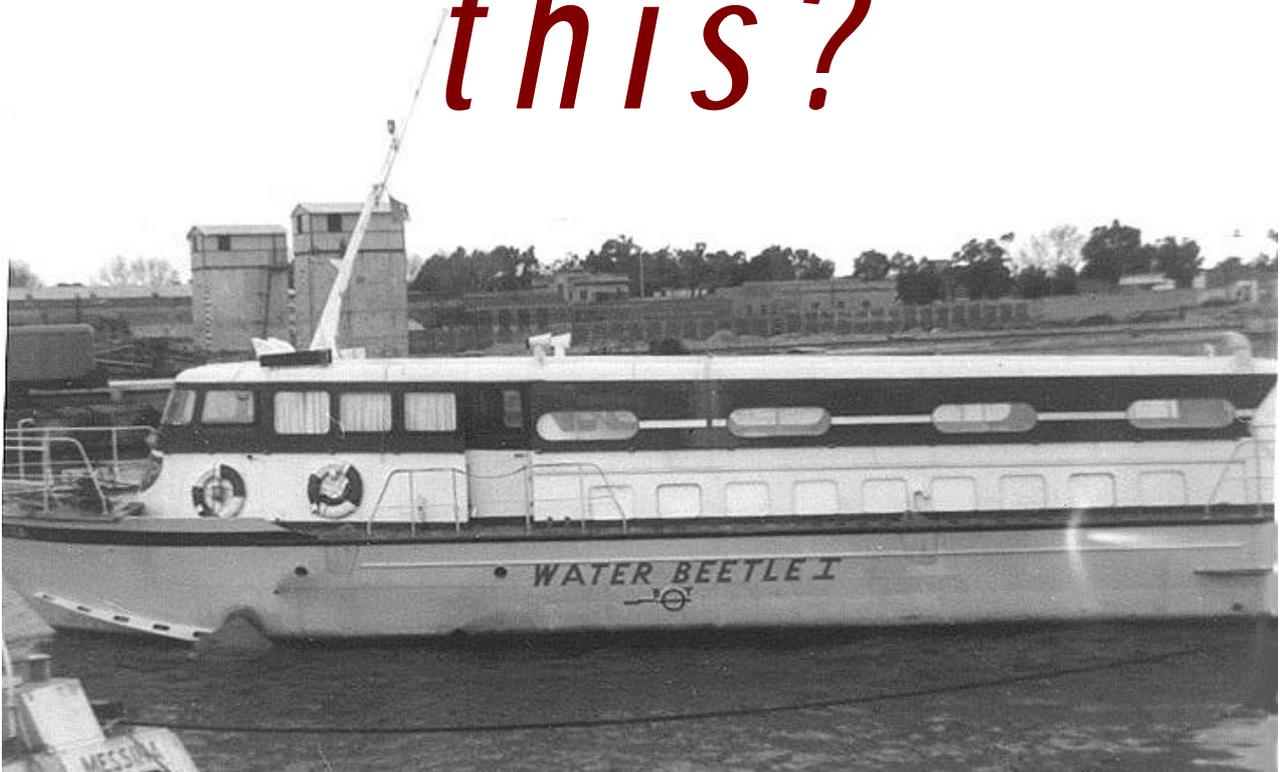
EJE FLÖDSTRÖM photo

We received this interesting shot of a most unusual-looking, to say the least, Supramar PT.20 hydrofoil from reader/contributor Lorenzo Bonasera in Italy, taken during a visit at the Rodriquez shipyard in Messina in January 1966.

True, basically it is a PT.20B Caribe; a variant of the standard PT.20 having the wheelhouse located forward rather than mid-ship for improved vision, developed mainly for operation in waters with much floating debris. But what is all that extra superstructure – or attached side panels – above the main saloon doing there?

odd  
conversions  
2

# What's *this?*



LORENZO BONASERA photo

What was the purpose of this, as, for all the obvious reasons, what we have here is not an added passenger cabin? If a stowage area, why windows? And what was the attached structure made of; aluminum, wood – or even rubber treated canvas?

Contemporary sources state that two vessels, *Water Beetle I* and *Water Beetle II*, were intended for a U.K. based owner, but to the best of our knowledge the indicated British company, which remains undisclosed, never took delivery of any such craft. It is also uncertain whether they were to be used in commercial service or possibly as crew boats/personell launches for the British Petroleum company – the corporate logo of which is visible at the front, below the bridge windows. However, this is but a qualified guess; it may just have been advertising as it was seen on other craft of the time.

Further, did the vessel(s) in fact enter service looking as in the picture – where, with whom? – or was the added structure removed prior to delivery to another customer?



*This is how the PT.20B would normally look like*

*Should readers be able to help supply more info on any of these craft (above and opposite) and/or possess photos the editor would very much welcome hearing from you.*



lorenzo bonasera photo

The intriguing photo above was taken during an Open House arrangement at the Rodriguez Shipyard in Sicily on January 6<sup>th</sup>, 1967.

It is one of those magical pictures which you feel you are almost sucked into when looking at.

In the centre is PT.20 *Freccia dello Stretto*, delivered by the yard in 1960 to its operating company Aliscafi SNAV and mainly used in the Straits of Messina on the short commuter route between Messina and Reggio di Calabria on the Italian mainland.

At left, hidden by the PT.20, is a ROL 700 fibreglass hydrofoil boat. This 12m craft was first presented at the International Boat Fair in Milan in 1965. Intended as a private yacht, the vessel was also offered in a commuter variant for 18-20 passengers.

At right a PT.50/S, presumably *Flying Flamingo* ordered by Honkong Macao Hydrofoil and shipped to Hong Kong in April 1967. This was involved in a collision with another HMM hydrofoil fifteen years later, in July 1982, and subsequently scrapped.

# Open Yard Day