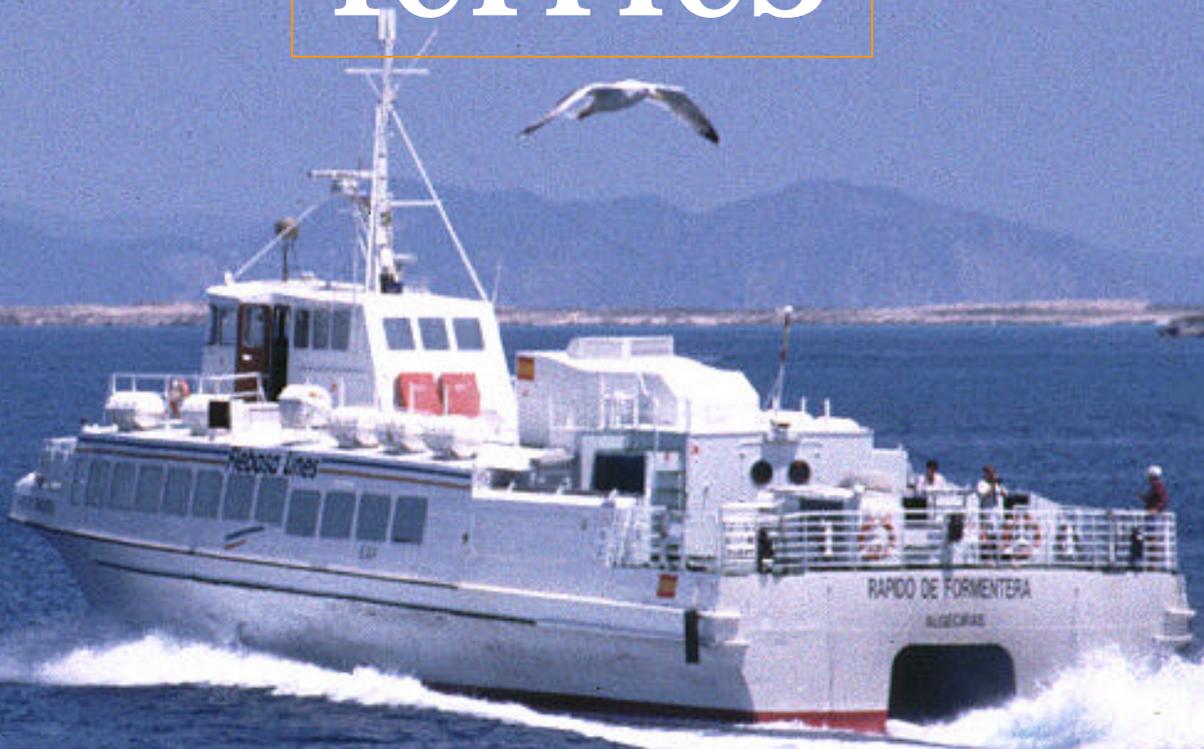


classic fast ferries



**IBIZA-FORMENTERA
OPERATORS**
MORE ON FINNISH RAKETAS

THE ONLY PERIODICAL ABOUT THE HEYDAY OF PASSENGER HYDROFOILS, HOVERCRAFT & CATAMARANS - PLUS RELEVANT NEWS ■ ISSUED IN PDF FORMAT: PLEASE CHECK OUR SITE ON THE WEB FOR NEXT ISSUE DETAILS: [HTTP://CLASSICFASTFERRIES.GO.TO](http://CLASSICFASTFERRIES.GO.TO) ■ EDITOR/PUBLISHER: TIM TIMOLEON ■ ALL ARTICLES, ARTWORK & DESIGNS BY THE EDITOR, EXCEPT WHERE NOTED ■ SUBMITTALS OF MANUSCRIPTS AND PHOTOS, OLD AND NEW, AND RELEVANT NEWS ITEMS ARE ENCOURAGED! ■ EMAIL: cff@email.dk ■ COPYWRIGHT 2000/2002 CLASSIC FAST FERRIES ■ PHOTO ON COVER: TIM TIMOLEON



Linda Line introduces foil-assisted catamaran

Estonian fast ferry operator Linda Line Express has released this artist's rendition of the company's new foil-assisted catamaran, due to enter service on the Tallinn-Helsinki, Finland route at the end of May.

A completely new design, the vessel is being built by Almaz Shipbuilding of St. Petersburg. Length overall is 40m and beam 11m. Four MTU diesels offer a speed of 45 knots, which translates into a trip time of approx. one hour between the two Baltic capitals.

Accommodation is for 286 passengers in two saloons on the single deck design; 224 in tourist and 62 in business class.

Linda Line also owns a pair of 192-seat Morye Olympia hydrofoils delivered in 1993-94 and expects to operate up to 22 single journeys on the T-H route this coming season, which commences next month, in fierce competition with the vehicle carrying fast ferries operated by Nordic Jet Line and Tallink Express.

Jetfoil accident in the Canary Islands

Fifty-two people were injured, some of them severely, in an incident on February 10 involving one of Trasmediterránea's pair of Kawasaki 929-117 Jetfoils, *Princesa Teguise*.

The hydrofoil, delivered in 1991, had 102 passengers and five crew on board and was traveling from Gran Canaria to Tenerife at 42 knots when it came to a sudden

complete stop at 17:10, ten minutes after it had left Las Palmas.

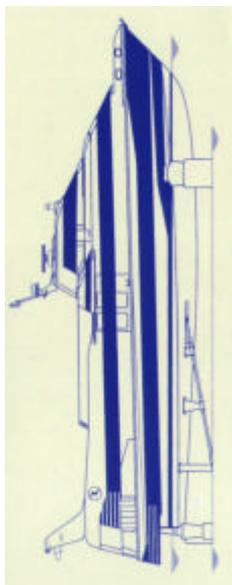
The majority of the injured were standing up or moving about the craft as it came off foil. Reportedly, the vessel did not collide with any object but rather a mechanical disfunction was to be blamed. All were taken to hospital by a rescuing vessel and *Princesa Teguise* was subsequently towed back to Las Palmas.

cover:

W95 Rápido de Formentera is one of several former Scandinavian Westamarans getting a new lease in life in Ibiza (tim timoleon)



Rodriquez delivers fourth Foilmaster hydrofoil



Rodriquez Cantieri Navali, Messina delivered its first hydrofoil in over three years, Foilmaster *Natalie M*, to Sicilian operator Ustica Lines on February 22nd.

This is the third Foilmaster for Ustica since 1996 and the fourth built to date - the prototype went to Siremar in 1994.

During trial runs in the Straits of Messina earlier this month a max speed of 40 knots was achieved by *Natalie M*. Ustica is expected to run the vessel at 38 knots. The two previous Foilmasters are named *Eduardo M* and *Adriana M*.

Ustica now owns eight hydrofoils which it operates on various domestic and international routes in the Adriatic and Mediterranean; three Foilmasters, two RHS 160Fs, two RHS 160s and a single RHS 140.

N A T A L I E M

Length overall 31.2m

-waterline 27m

Beam 6.7m

Width across foils 14m

Max Draught 4.1m

Displacement 124t

Materials :

-hull Aluminum

-superstructure Alum./GRP

-foils Steel

Engines 2 x MTU 16V

395 TE 74L

Generators Stamegna SM

800

Gearbox ZF BU 755

Speed, max 40 knots

-service 38 knots

Passengers 240

Winches 3

Liferafts 6

Rescue boats 1

Anchors 1

Classification RINA

Ustica Lines' new Foilmaster Natalie M prior to the test runs in the Straits of Messina earlier this month (Rodriquez Cantieri Navali)



The Spanish Mediterranean island of Ibiza, part of the Balearic archipelago, needs little or no introduction. To most north Europeans at least (and certainly the locals) it is known as a summer paradise where you go to let your hair lose, leave your inhibitions at home and party all night long and spend the balance of day on the beach or in bed to recharge batteries. Not to say that everyone does, but in millions do every year.

IBIZA-FORMENTERA ONE ROUND TRIP TO

The island, 572 sq. kilometres in size, has some 300 hotels, seven camping sites, well over 600 restaurants and close to 100 clubs and discotheques. So, there you have it. But Ibiza also offers breathtaking scenery and picturesque villages.

The small neighbouring island of Formentera, on the other hand, is a different kind of paradise known for its tranquil laid-back atmosphere, beautiful clothing-optional beaches, secluded bays and caves.

With a population of 5,200 – which triples during the high season – it is about 90 sq. kilometres in size, perfect for a day out on a rented bike or scooter. And from almost any point on the island you can see the Mediterranean. Still, Formentera offers more than one hundred hotels and vacation flats, some seventy restaurants – and even five or so discos.

The mean annual temperature is 17 degrees centigrade, so coming here in the early spring or autumn is not a bad idea either.





PARADISE, POR FAVOR

Flebasa Lines

It was not until 1989, however, that fast ferries appeared on the 11 nautical mile route between Ibiza and Formentera – with surrounding smaller islands also known as the Pitiusas.

But before this, in November 1987, a company based in the Canary Islands acquired a fifteen year old Rodriquez RHS 140 hydrofoil from Dampskibsselskabet Øresund in Denmark. Since its delivery by the Messina yard in 1973 the 115-seat hydrofoil, *Viggen*, had been employed on the Malmö–Copenhagen route, operated jointly by DSØ and its Swedish partner SRÖ, Svenska Rederi AB Öresund, carrying in the region of four million passengers on 46,000 crossings. Prior to the sale the vessel had been laid up at Malmö for more than a year though. *Viggen* sailed for Spain under its own power on November 9th 1987.

Initial reports stated the hydrofoil was to enter service in either the Straits of Gibraltar, presumably between Algeciras and Ceuta in Spanish North Africa, or between Mallorca and Menorca.

However, following refurbishing, which included reverting to the original attractive all-white external paint scheme, and renamed *Rápido de Ibiza*, the hydrofoil instead appeared on a somewhat more exposed route linking Denia on the Spanish mainland and San Antonio in west Ibiza with Flebasa Lines in 1988. With a scheduled journey time of three hours, two daily round trips were made

The following year Flebasa, or Fletamentos Baleares SA to give the company its full name, purchased a Westamaran 95 catamaran, *Tranen*, from Det Stavangerske D/S in Norway.

Originally delivered as *Sleipner* by Westermoen Hydrofoil in 1974, the W95 had spent most of its life on the Stavanger–Bergen coastal route, replacing a Rodriquez PT.50 hydrofoil of 1961 vintage carrying the same name. The W95, in turn, was being superseded by the bigger and faster Fjellstrand 38.8m design.

Now with two fast ferries in its fleet Flebasa was able to introduce one of them between Ibiza and Formentera in addition to the original route. Or rather, the craft would alternate between routes.

Above:

One of Baleária's two W95 catamarans, *Rápido de Menorca*, in the small charming port of La Savina, Formentera in March this year
(GERARDO FERRERO AMANDI)

Opposite:

The first fast ferry to enter service with Flebasa Lines, since gone, was a Rodriquez RHS 140 hydrofoil, *Rápido de Ibiza*
(GERARDO FERRERO AMANDI)



The advertised trip time between Ibiza and La Savina, Formentera of "only 20 minutes" was true only where the RHS 140 was concerned however. With its lower service speed a more realistic figure for the Westamaran was 30-35 minutes.

The fast ferry link with the mainland was subsequently abandoned but was not closed down altogether as conventional ferries carried on, and later Flebasa re-introduced a hydrofoil in the form of the bigger RHS 200 design which was better suited for this route.

In 1990 Flebasa, through its associate company Islaña de Navegación, Isnasa, acquired two 294-seat Fjellstrand 38.8m catamarans for operation between Algeciras and Ceuta. These were originally delivered by the Norwegian builder to a company based in the Bahamas, Viking Express, in 1986 and 1987 and introduced on two routes between Freeport and Fort Lauderdale and Miami, Florida as *Caribbean Princess* and *Bahamian Princess*. This service had been suspended however, and both catamarans were back in Norway when

Flebasa purchased them (*also see separate story elsewhere in this issue*).

Renamed *Sevilla Noventa y Dos* and *Rápido de Algeciras* the two Fjellstrand craft entered service in the Straits of Gibraltar in April, marketed as Isnasa Express, but occasionally could also be seen on the Ibiza–Formentera route as fill-in for either the RHS 140 or W95.

Trasmapi

But Flebasa was not the only company scenting a promising future for fast ferries between Ibiza and Formentera.

Also in 1989 Trasmapi, an established operator in the area since the 1970s, added a catamaran to its existing fleet of traditional vessels. Acquired from Italian fast ferry pioneer Alilauro and renamed *Formentera Jet*, this was an unusual design in many ways.

Above:

Trasmapi introduced the sole Marinteknik Verkstads JC-F1 built in 1989. The design features detachable hulls, clearly visible in this shot (*TIM TIMOLEON*)

Right:

Conversely, quite a few W95 catamarans were built over the years.

Rápido de Formentera entered service with Flebasa Lines, also in 1989 (*TIM TIMOLEON*)



The first fast ferry to be completed by Marinteknik Verkstads AB, Sweden, which was also responsible for the design concept, the 30m waterjet-propelled JC-F1 JetCat catamaran was launched in 1980 as *Number One* and subsequently saw, or nearly saw, short lived services in Sweden, Gibraltar, the United Kingdom and Turkey carrying three different names before ending up with Alilauro in Napoli in 1987.

What was special about the design was that the symmetrical hulls were detachable (and interchangeable) from the superstructure. Apart from a streamlined production point of view, this would allow for quick replacement should either of the hulls get damaged, thus minimizing craft unavailability which obviously is crucial to both the owners and passengers alike. Given, of course, that a spare hull would be at hand! Also, thanks to the floating technique used for the mounting of the hulls to the superstructure this would offer improved riding comfort with less noise and vibration in the passenger cabin. A full load service speed of 30 knots was achieved by a pair of MTU 12V 396 TC82 1,410 hp diesels.

Two years on, in 1991, Trasmapi introduced its second fast ferry on the route. A Kolkhida hydrofoil, built by Ordzhonikidzie in 1987, this, *Tiburón*, had previously been operated between Ibiza and Palma de Mallorca by Naviera Mallorquina, a subsidiary company of state-owned Trasmediterránea.

However, in December 1992 *Tiburón* ran aground off Formentera, and while no one was severely injured there was substantial damage to the bow foil and hull.

On examining the damage repairs were estimated to be too costly and the vessel was declared a constructive total loss.

Consequently, a replacement had to be found in time for the 1993 season.

DSØ, from which competitor Flebasa had acquired the RHS 140 in 1987, had two Westamaran 95s on the market as it was moving on to bigger and newer craft and Trasmapi decided to acquire both of these. Delivered in 1977 as *Tunen* and *Tranen* the W95s left Copenhagen for the Mediterranean as deck cargo on April 2nd 1993.

On arrival in Ibiza the catamarans were refurbished to Trasmapi requirements, including the installment of air-conditioning units – something that is not, or very rarely, needed in the much cooler North. Conversely, of utmost importance to DSØ's economy (like any company operating an international route at the time) had been the sale of tax free goods, since abandoned, and so both craft were laid out with kiosk/catering facilities.



Above:

The Kolkhida hydrofoil *Tiburón* had a short life. It was run aground in December 1992 and subsequently written off (*TRASMAPI*)

Top:

As replacement for the Kolkhida Trasmapi acquired two W95s in Denmark. One of them, *Tagomago Jet*, is seen here shortly after arrival in Ibiza in 1993 (*TIM TIMOLEON*)

Obviously this was not relevant in their new role and parts of this therefore were removed, allowing for more seats to be fitted.

Renamed *Tagomago Jet* and *Ibiza Jet* the vessels entered service with Trasmapi in June. Incidentally, neither of the Westamarans has waterjet propulsion, but rather propellers/rudders, so incorporating *Jet* in their names may seem a bit misleading, but of course only reflected the relationship with *Formentera Jet*, plus the fact that the fast ferry segment of Trasmapi was (and still is) being marketed as Linea Jet.

Mediterranea Pitiusa

Latest entrant into the fast ferry business on the Ibiza–Formentera route is Mediterranea Pitiusa, a small company based in Formentera. This acquired a Westamarin 95, *Trident 5*, in France two years ago and introduced it on the route in June 2000.

Now renamed *Aigües de Formentera*, the catamaran was originally delivered to Det Stavangerske D/S, Norway in 1974 as *Vingtor*, and thus in fact is the sister vessel to Flebasa's *Rápido de Formentera*. It had been with Emeraude Lines since 1990 operating a seasonal service on different routes between the Brittany coast and the Channel Islands.

Below:

Westamarin 95 *Ibiza Jet* arriving in Ibiza on a hazy afternoon in June 1993. Initially, the two Trasmapi W95s kept the paint scheme they had had with DSØ in Denmark (*TIM TIMOI FONI*)

Right:

Same vessel in March 2002, sporting Trasmapi company colors of white, red and dark blue (*GERARDO FERRERO AMANDI*)





Because of the limited time available between the arrival in the Balearics and introduction into service, the Westamaran continued operating in Emeraude colors throughout the 2000 season. It received its present paint job when it was taken out of the water for overhaul in January-April last year during which time the service was being maintained by another vessel belonging to the company. All operators currently on the route operate year-round, although a reduced time table normally applies during off season.

The original pair of French SACM engines, which were widely used in the W95s, have been retained in *Aigües de Formentera*. Passenger capacity is 200.

Above:

Mediterranea Pitiusa is the youngest of the three companies currently employing fast ferries on the route. Its nicely kept W95 *Aigües de Formentera* is seen here departing La Savina earlier this year...
(GERARDO FERRERO AMANDI)

Below:

... and reversing from the quay in Ibiza with a good load last summer
(JUAN J. FERRER)





Recent developments

Right now there are as many as seven catamarans in Ibiza allocated to the Formentera route. Admittedly, not all of them are in service at the same time.

For instance, the former Danish W95s *Ibiza Jet* and *Tagomago Jet* have been reduced to back-up and charter vessels following the acquisition by Trasmapi in 1999 of the two Fjellstrand 38.8m catamarans previously operated by Isnasa Express between Algeciras and Ceuta. This service was terminated in 1998 when Isnasa went out of business.

Both craft have been renamed; *Rápido de Algeciras* now is known as *Formentera Jet* and *Sevilla Noventa y Dos* has changed identity to *Eivissa Jet* (Eivissa, Catalan for Ibiza).

Reportedly, the W95s also have engine problems since some time, resulting in their service speed now being only 16-17 knots.

The Westamaran operated by Flebasa, *Rápido de Formentera*, was taken over by Baleària Eurolíneas Marítimes which has since added a second W95, *Rápido de Menorca*, to the route. This was originally launched as *Martini Bianco* in 1975 and delivered to Alilauro in Italy for operation out of Napoli and later sold to Aliscafi SNAV. When acquired by Baleària it was known as *Nastro Azzurro* and as such had operated in Sierra Leone.

The seventh catamaran, of course, is Pitiusa's *Aigües de Formentera*.

The original *Formentera Jet*, Marinteknik JC-F1, has been sold and the former Flebasa RHS 140, *Rápido de Ibiza*, is laid up in Mallorca since some years.



Top: Fjellstrand 38.8m *Eivissa Jet* being tied up in Ibiza harbor and enjoying a bit of afternoon sun earlier this month (GERARDO FERRERO AMANDI)
Bottom: ... and while operating further south, between Algeciras and Ceuta, with Isnasa as *Sevilla Noventa y Dos* in 1994 (TIM TIMOLEON)

2002 Schedules

While remaining separate companies, Trasmapi and Baleária have pooled as far as the timetable and craft utilization are concerned. First-choice craft are Baleária's W95s or Trasmapi's Fjellstrand 38.8ms; these seem to be randomly rotated according to demand and maintenance.

Six daily round trips by catamaran are timetabled during off season, which increases to ten in the summer. First service leaves Formentera at 07:30 and Ibiza at 07:45 and the last from either end is at 18:30 in the winter and 20:00 in the summer. Additional services are operated where needed, but with five vessels in their fleets Baleária and Trasmapi should have a reliability figure of 100 per cent!

With just the sole W95 so far in the fleet, Pitiusa offers four trips in each direction by fast ferry, plus four by a marginally slower monohull, between 08:30 and 22:30.

The advertised trip time for the catamarans is 25 minutes, whereas the Trasmapi/Baleária car ferries takes 65 minutes.

Prices last year on the catamarans (all operators) were EUR 13 single adult for non-residents; for residents, senior citizens, children and groups special rates apply. The substantial discounts offered to residents are state subsidied. ■

Opposite:

The Trasmapi/Baleária pooling arrangement is being distinctly advertised on Fjellstrand 38.8m Formentera Jet – the second catamaran on the route to carry this name. Note the lack of forward facing windows on main deck, otherwise widely featured on this design (GERARDO FERRERO AMANDI)



CATAMARANS CURRENTLY **IN IBIZA / FORMENTERA**

- Aigües de Formentera** W95/Pitiusa
- Eivissa Jet** 38.8m/Trasmapi-Baleária
- Formentera Jet** 38.8m/Trasmapi-Baleária
- Ibiza Jet** W95/Trasmapi
- Rápido de Formentera** W95/Baleária
- Rápido de Menorca** W95/Baleária
- Tagomago Jet** W95/Trasmapi

BERGEN-CÁDIZ IN 25 DAYS

(AND THAT'S BY FAST FERRY)

The Norwegian crew members provided by Hardanger Sunnhordlandske D/S gathered in front of Caribbean Princess just prior to their departure from Bergen to Spain (HSD)



On January 25th 1990 a pair of Fjellstrand 38.8m catamarans left Bergen, Norway for Cádiz on Spain's south-west coast with ten crew from long-time fast ferry operator Hardanger Sunnhordlandske Dampskipsselskap. Which did not mean HSD was looking into the possibilities of establishing a direct Norway–Spain catamaran service. And even if it had been, it soon would get wiser.

The craft, *Caribbean Princess* and *Bahamian Princess*, had originally been delivered to an operator in the Bahamas, *Viking Express*, in 1986–87 and entered service on two routes between Freeport and Florida.

Business failed however, and the catamarans were taken over by a Norwegian bank and brought back

to Bergen where they were laid up at the HSD wharf as the company had agreed to look after the vessels until sold.

The two sisters were subsequently purchased by the parent company of Flebasa Lines/Isnasa (*also see separate story elsewhere in this issue*) and HSD was asked to supply crews for their delivery trip from Norway to Spain.

Tells Bjørn Møllerhaug, one of the participating HSD captains:

"We had expected the trip to take about two weeks, but got extremely unlucky with the weather and didn't reach our destination until February 18th. A great deal of this time was spent alongside in different ports in Denmark, The Netherlands and France. For instance, we reached Cádiz in just three days from Brest,

France – a distance about 3/5 of the entire trip!"

While in the ports there would be at least two crew on board to keep watch at any given time. The rest stayed in B&Bs.

"The constant wind was so strong that moving about on the craft was difficult even when we were moored. And even during the times when you were officially off duty there were so many things to attend to on and about the ships that you didn't really get much free time – or sleep. Also, because of the horrible weather conditions we didn't see much on the journey anyway, or the ports we called at."

In more detail, Møllerhaug continues:

"Our first stop en route was Esbjerg in south-west Denmark. We had to stay put here for a whole week before being able to continue to Cuxhaven at the mouth of Germany's river Elbe. Then on to Haarlingen and Amsterdam. When approaching Amsterdam we had to take on a pilot, who was dropped off again at the railway station [Amsterdam Central station is situated right next to the harbor front and the IJ canal, *Ed.*].

Next stop was Cherbourg, France where we had to stay for another three days before we could carry on. However, after about 1½ hours we experienced 5–6m waves in the

Channel and had to return. We finally reached Brest, but were again grounded for four or five days. Here the wind really built up into a frenzy. Everything on board was flying through the air, and an 8000-ton car carrier which was lying next to us in the harbor had a 45 degree list!"

Leaving Brest conditions in the Biscay did not improve until the two craft reached the Spanish coast.

"By that time the weather finally settled, and the last two days it was so calm you could even drink your coffee on the bridge – until now you had had to hold on tight to anything firmly attached to the structure in order to keep upright."

But a voyage like this is not only a concern of those on board. How about the families at home who obviously are glued to their radios and TV sets keeping track with the not-very-promising weather forecasts?

"We were not able to call from the craft but phoned the minute we got to port, so that was OK" says Møllerhaug. "And even though we would have liked the sea to be less upset, none of the crew regrets he said yes to deliver the catamarans. It's always nice with a bit of change. And if we were asked we would do it again. Still, we all appreciated that we were flying back home to Bergen though." ■

Fjellstrand 38.8m Caribbean Princess as delivered by the yard to Viking Express in October 1986 (FJELLSTRAND)



Second ever Finnish Raketa hydrofoil?
Suvijet idles at the berth at Lahti in 1999 (ALEKSI LINDSTRÖM)



Since our last Finnish report (October 2000 CFF) we have learnt about a second Raketa hydrofoil operating in Finland, and also have an update on *Tehi* which featured in that issue.

The Raketa hydrofoil, developed especially for fast transportation on the many shallow waterways in the Soviet Union, first appeared in 1957. Some 300 vessels were delivered up to the mid-70s when the design was replaced by the Voskhod, still in production. A number was exported to places as diverse as Poland, the Caribbean, Great Britain and Germany. The type is still to be found in regular service in Russia and Poland.

Suvijet

Built in 1963 by the Feodosiya Shipyard, Ukraine, it was not until 1993 that this Raketa arrived in Finland. Before that it had been operating in Estonia as *Raketa 314*. Purchased by a Helsinki based company the name of the hydrofoil was subsequently shortened to *Raketa*.

Two years later, in 1995, the vessel was renamed *Suvijet* as it was acquired by a company called Suvetar Oy and entered service on tourist trips on lakes Päijänne and Keitele during the summer months.

In 1997 the vessel had its original (Soviet) engine replaced (by a Russian unit) and, keeping its name, was again

transferred to another owner which operated the vessel out of Lahti until 2000.

Last year it was sold to yet another Finnish company and renamed *Rosetta* is now being used as a restaurant and movie theatre vessel. It has not been possible to verify whether or not the vessel's foils have been removed – as is the case on *Tehi*.

Tehi

The first hydrofoil to be delivered to a Finnish operator, *Tehi* entered service on Lake Päijänne with the Päijänteiden Hydrofoil Co. (Päijänteiden Kantosiipi Oy) in 1962. For more than twenty years it would operate a seasonal inter-lake service between Lahti in the south and Jyväskylä in the north; a scenic journey taking in the region of three hours.

Some ten or so years ago the hydrofoil was acquired by another company, likewise based in Lahti, and converted into a dinner/sightseeing vessel. The foils were removed and the original Italian CRM engine, which with a max. output of 1,050 hp gave *Tehi* a service speed of 33 knots, was replaced by a Volvo Penta 250 hp diesel allowing for the former hydrofoil to cruise at 12 knots. Passenger capacity was increased from the original 64 to 80.

More recently the wheelhouse has been rebuilt – unfortunately with little (or no) respect for the craft's original lines and appearance.

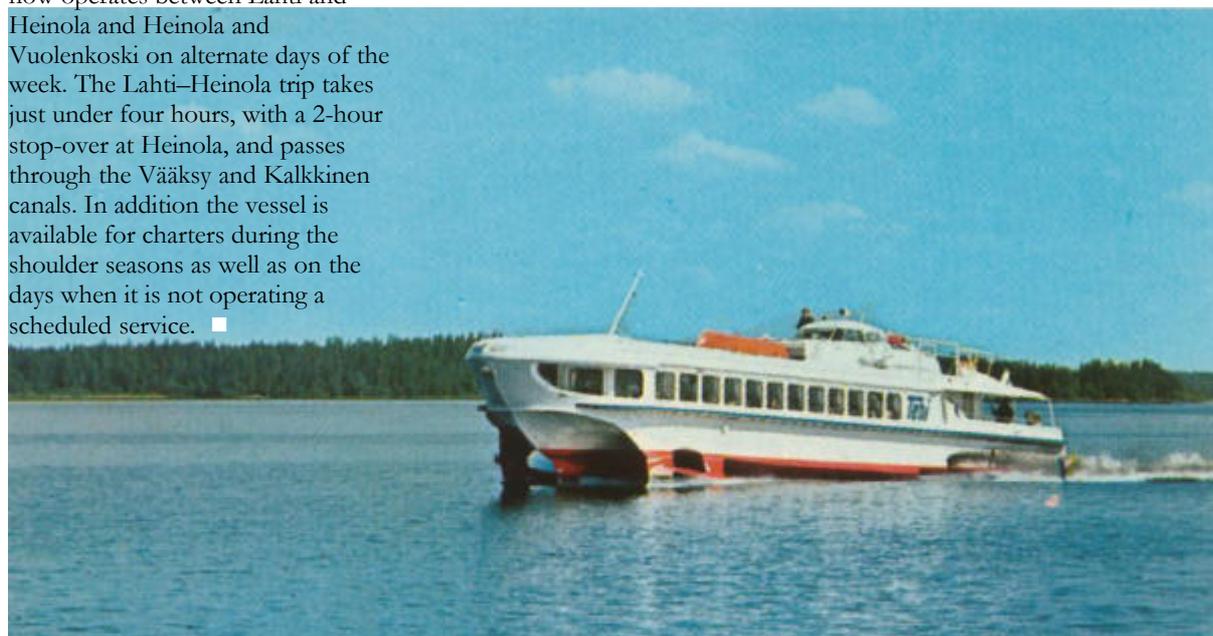
From mid-June to mid-August *Tehi* now operates between Lahti and Heinola and Heinola and Vuolenkoski on alternate days of the week. The Lahti–Heinola trip takes just under four hours, with a 2-hour stop-over at Heinola, and passes through the Vääksy and Kalkkinen canals. In addition the vessel is available for charters during the shoulder seasons as well as on the days when it is not operating a scheduled service. ■

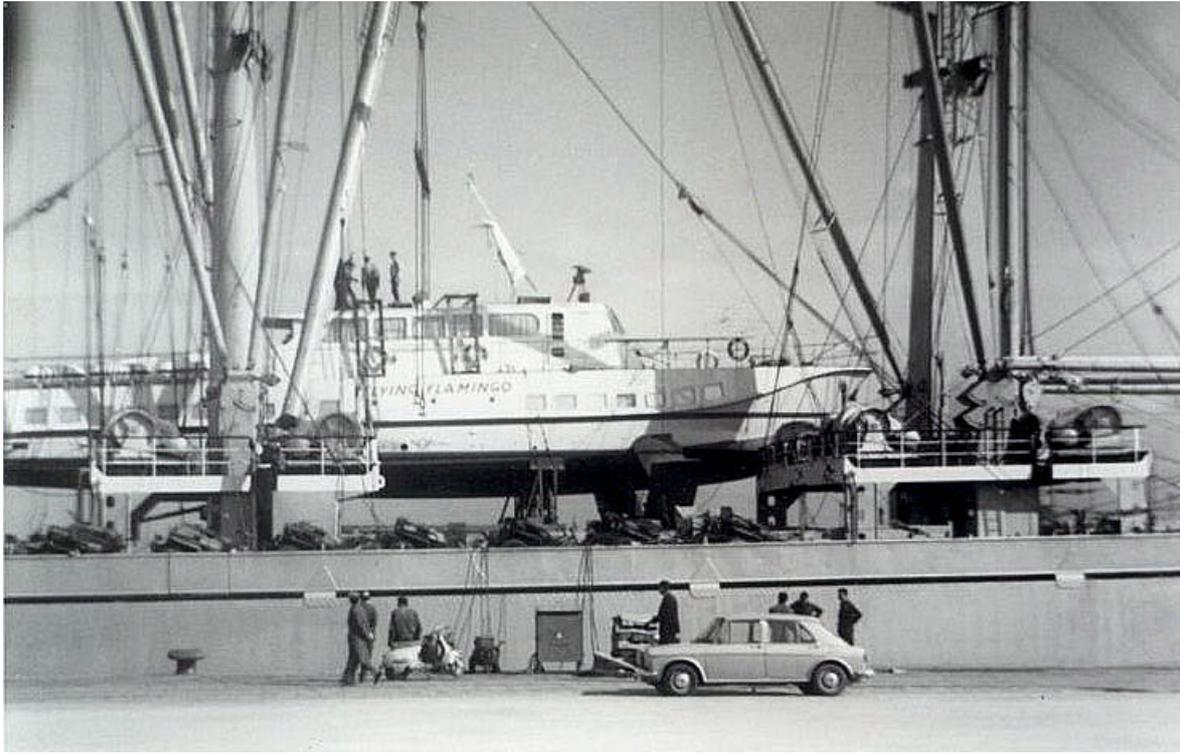


ABOVE: Rear view of *Suvijet* alongside at Lahti in 1999 (ALEKSI LINDSTRÖM)

BELOW: A recent shot of *Tehi* showing the not very becoming rebuilt wheelhouse - and...

BOTTOM: ... in its heyday on Lake Päijänne (postcard)





LORENZO BONASERA PHOTO

In this month's *classic shots* we bring you another truly charming scene from Messina in the heyday of the hydrofoil, captured by Lorenzo Bonasera.

And it isn't just the hydrofoil itself being secured to the deck of a freighter that makes this an interesting and evocative photograph. . . The men standing on top of *Flying Flamingo*, the on-looking crowd on the quay, the Fiat hatch-back and the man leaning against his Vespa all add to the (Italian) feel.

The PT.50/S *Flying Flamingo* had been ordered by Hongkong Macao Hydrofoil Co., and in this April 2nd 1967 shot - in other words, almost exactly 35 years ago - has just been loaded onto the vessel which will take it out east. It was the fourth and last of the PT.50 type to be delivered by Rodriquez to HMH since 1964, which moved on to the new RHS 140 design in 1971.

In July 1982, about midway between Hong Kong and Macao, *Flying Flamingo* collided with one of the company's five RHS 140s, *Flying Goldfinch*, causing serious damage to both vessels. Two people were killed and 84 injured in the accident.

Flying Flamingo was subsequently scrapped, whereas the RHS 140 was repaired and re-appeared on the route as *Flying Swift*.

Evocative Power