

CLASSIC *FAST* FERRIES



Italian prototype modelers

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Hoverwork rebuilds and sells former Scandinavian AP1-88 in Canada

The former Danish AP1-88/100 Liv Viking has been extensively rebuilt by Hoverwork on the Isle of Wight and sold to the Canadian Coast Guard /HOVERWORK photo

Further to our feature article on the SAS hovercraft airport shuttle operation in the May CFF, Hovertravel has announced that it has sold the former DSØ/SAS AP1-88/100 *Liv Viking* to the Canadian Coast Guard.

The reborn craft made its last appearance out on the Solent in the afternoon on May 6, and sat off for Antwerp, Belgium under its own power the following day. It was loaded onto the carrier *Star Grip* on May 13 and left on the same day bound for Canada's Pacific coast where it is expected to arrive in the second half of June.

The last of the three former Scandinavian craft to be rebuilt, *Liv Viking* has been extensively modified and upgraded at Hoverwork's

St. Helens, Isle of Wight facility. Hoverwork is a wholly owned subsidiary of Hovertravel which has been operating hovercraft across the Solent between Ryde and Southsea since 1965.

All three ex-DSØ/SAS AP1-88s were acquired by Hovertravel in 1997, which continues to operate one of them, *Island Express*. The other was sold and shipped to Kazakhstan in 2002.

Most visible modifications made to *Liv Viking* include a rebuilt superstructure with fewer windows than on the commercial version and a reshaped cockpit. It features variable pitch propellers, comprehensive communications gear and three NightSun searchlights, which provide



CLASSIC FAST FERRIES

2 May/June 2004

NEWS AND ARTICLES ABOUT CIVIL HYDROFOILS, HOVERCRAFT & CATAMARANS ■

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COVER PHOTO: BUILDING HYDROFOILS IS (BACK) IN VOGUE IN MESSINA, INCLUDING SCRATCH-BUILT MODELS. SEE PHOTO-REPORT ON PAGE 12-15 / **ANTONIO DONATO** photo

90 million candle power illumination for night time operations.

Keeping its name, *Liv Viking* is to operate out of Richmond, British Columbia primarily on search and rescue tasks.

The hovercraft's high response speeds, up to 45 knots, are ideal for this and its amphibious capabilities enable it to cross shallow water and drying areas, as well as being able to land on most shorelines, Hovertravel reports. Hoverwork personell will be on location to complete the trials and conduct training and familiarisation in the Vancouver area.

Says Hoverwork Director Richard Box, "We are very pleased to continue the long association between the Canadian Coast Guard and the Isle of Wight hovercraft industry. *Liv Viking* is similar to the hovercraft that carry passengers across the Solent for Hovertravel, however it has been substantially modified to the CCG's specification."

The Canadian Coast Guard already had three hovercraft based on the AP1-88 as well as an SR.N6.



Liv Viking being lifted onto the carrier *Star Grip* at Antwerp, Belgium on May 13. The vessel left on the same day and is expected to arrive in British Columbia, Canada sometime between the 22nd and 27th of June / HOVERWORK photo

Liv Viking on the pad at Ryde, Isle of Wight on May 2. Exteriorwise the most significant changes made to the hovercraft by Hoverwork since its days with SAS/DSØ are the reshaped cockpit and rebuilt superstructure / MATTHEW DAVIES photo



READ *more* ABOUT THE AP1-88 IN CLASSIC FAST FERRIES 1 - MAY 2004

Another not shaken nor stirred hovercraft deal

Another Hovertravel AP1-88 hovercraft having left the south of England during the past six or so months is *Double-O-Seven*.

The seventh hull – hence the name, and assumingly not without reference also to a certain Mr. Bond – to be laid down by Fairey Allday Marine and British Hovercraft Corporation, the craft was completed by Hoverwork and entered service on Hovertravel's Ryde-Southsea route in July 1989. Originally fitted out with 80 seats, passenger capacity has since been increased to 98.

Double-O-Seven was sold in November 2003 to Diamond Airlines in Sierra Leone, West Africa which is operating a passenger service across Freetown Bay between Lungi International Airport and Freetown. The hovercraft left the Solent for Chatham, on the River Medway, on November 12 and continued to Tilbury, London a week later for shipment, as deck cargo, to Sierra Leone. It entered service with Diamond Airlines in mid-December considerably cutting travel time between Freetown and the airport to 25 minutes.

As part of the deal, pilots and engineers from Sierra Leone spent the summer (2003) training on the craft in the Isle of Wight and also Hovertravel personell were in West Africa to support the initial phase of operation.



During an 18-month period in 1990-92 Hovertravel in cooperation with Provincial Air Services operated the first prototype AP1-88/80, completed in 1983, in the same location. While successful, the political situation at the time halted the service.

With the recent sales (since 2002) by Hovertravel, the operator now finds itself left with only two AP1-88s, *Freedom 90* and *Island Express*. These have both been upgraded and re-engined, in 1999 and 2001, and are now designated AP1-88/100S. *Island Express* is another of the former Scandinavian craft, *Freja Viking*. The situation will be eased however with the arrival in the summer of 2005 of a completely new and larger hovercraft type, the BHT 150, designed by and currently under construction at Hoverwork. ■



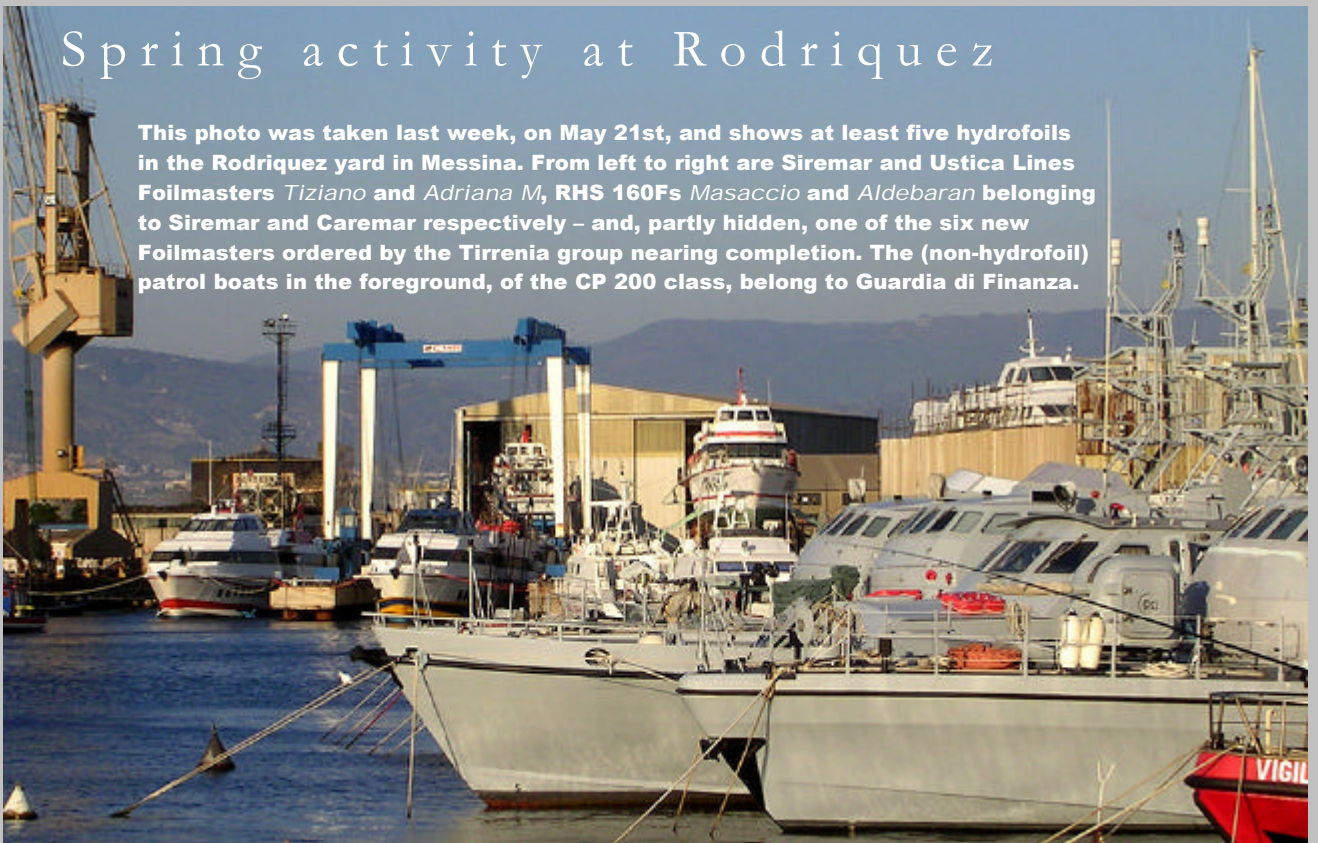
ABOVE + LEFT: AP1-88/100 *Double-O-Seven* being lifted onto and placed on the deck of the cargo ship at Tilbury, to be taken to Sierra Leone in November last year / HOVERTRAVEL photo



Hovertravel currently owns and runs two rebuilt/re-engined AP1-88/100S hovercraft on the 4-nautical mile Ryde-Southsea route; one of the former Danish craft and this, Freedom 90 / MATTHEW DAVIES photo

Spring activity at Rodriquez

This photo was taken last week, on May 21st, and shows at least five hydrofoils in the Rodriquez yard in Messina. From left to right are Siremar and Ustica Lines Foilmasters *Tiziano* and *Adriana M*, RHS 160Fs *Masaccio* and *Aldebaran* belonging to Siremar and Caremar respectively – and, partly hidden, one of the six new Foilmasters ordered by the Tirrenia group nearing completion. The (non-hydrofoil) patrol boats in the foreground, of the CP 200 class, belong to Guardia di Finanza.



ANTONIO DONATO photo

FFR sells FlyingCat 40m in South Korea



FlyingCat 40m catamaran Vargøy as deck cargo in the Swedish port of Uddevalla en route to South Korea on April 1 / MAREUD/ROLF SKIÖLD photo

Norwegian operator FFR, Finnmark Fylkesrederi og Ruteselskap, based in Hammerfest in the country's extreme north, has sold its sole Kværner Fjellstrand FlyingCat 40m catamaran *Vargøy* to a company in South Korea. It left Norway for the last time on March 25 setting off

for Hamburg where it was loaded onto a ship bound eastward.

The 230-seat *Vargøy* was delivered to FFR in 1994, but had been leased to Reederei Speedways Fast Ferries in Hamburg, Germany for its summer-only service to the island of Helgoland since

1997. The vessel was last operated by Speedways in 2002.

In addition to its activities in north Norway, FFR is also part of Nordic Jet Line which operates a pair of KF Jumbo Cat 60m car/passenger catamarans between Helsinki, Finland and Tallinn, Estonia since 1998. ■

PÅL R SKJOLD photo



... and Stavangerske sells FRP sandwich catamaran

Dover - Boulogne by car (and wavepiercer)

A new cross-Channel fast ferry service opened on May 19 when an Incat 86m wavepiercing catamaran, *SpeedOne*, entered service between Dover and Boulogne with Speed Ferries. The company was formed early last year and was originally to have introduced an Incat 91m wavepiercer already on May 2, 2003, later postponed to late March this year.

SpeedOne, built in 1997 and originally named *Incat 045* (referring to the yard No.), last operated in Italy between Genova and Sardinia for a few months in 2002 and had been laid up in the UK since. The vessel made its first appearance in Boulogne in the evening on April 30, having arrived on a test run from Portland, Dorset.

RIGHT: Speed Ferries' *Incat Tasmania* 86m wavepiercing catamaran *SpeedOne* testing the berth at Boulogne on April 30 . . . /MICHEL PRUDHOMME photo

Ten daily single crossings are being operated, with the first departing Dover at 07:45 and the last leaving Boulogne at 00:30. Journey time is 50 minutes. No walk-on passengers are accepted however; initially it is a cars-only service. Something which has not been entirely welcomed by everyone, especially the tourist trade, shop keepers, restaurants

etc. in Boulogne which fear the car people will drive right on to and off the motorway system without spending any euros in the city.

The 800 passenger/200 car wavepiercer features air-conditioned lounges, a cafeteria, coffee and wine bar, shop, children's play area and a spacious sundeck. ■



. . . and alongside in a rather foggy Dover on the following day, May 1 /MATT SUDDERS photo



PAGE 6: CIRR 27P catamaran *Hidle* in Stavanger awaiting shipment to Croatia earlier this month /PÅL R SKJOLD photo

A company in Croatia has acquired the sole CIRR 27P catamaran built, *Hidle*, from Norwegian operator Stavangerske.

A fibre reinforced plastic sandwich design, the vessel was developed and built in Norway by Cirrus and Brødrene Aa

and originally entered service with Saltens Dampskipsselskap as *Helgelandsekspresen* on the country's longest fast ferry route between Bodø and Sandnessjøen in 1985.

It was sold to another company in early 1995, Sørlands Cruise, and renamed *Risørjenta* and later still acquired by Rogaland Trafikkselskap, which has since taken on the classic corporate name of Stavangerske.

The 184-seat vessel has an overall length of 27m, beam of 9m and is powered by a pair of MTU 12V 396 TB83 diesels. It has a service speed of 27 knots and max speed of 30 knots, similar to the Westamaran 86 catamaran of which several have previously found their way to the east Adriatic. As this issue closed for press the catamaran had still to be shipped to its new owners. ■

A new and sophisticated commercial hydrofoil design featuring, among other things, a fully submerged automatically controlled foil system saw the light of the day thirty years ago when in April 1974 the prototype Jetfoil 929-100, very appropriately named *Jetfoil One*, was officially rolled out at the Boeing Marine Systems facility at Renton/Seattle, Washington, USA. The keel had been laid down in January the previous year.

But the 110-ton Jetfoil did not come out of the blue. The gas turbine, waterjet-powered twin deck craft was based on more than ten years of developing and building experimental hydrofoils for the non-commercial market – and of course Boeing's long history in the aerospace industry before that.

Following extensive trials for six months starting in July 1974 and carried out in the Puget Sound and straits of Juan de Fuca as well as the Pacific, the vessel entered service in Hawaii with Pacific Sea Transportation in 1975, as *Kalakaua*, along with two more Jetfoil 929-100s. The company, trading as SeaFlite, had opted for a low-density seating for 190 passengers, reflecting the tourist market the service was aimed at. In a commuter configuration up to 300 passengers could be accommodated on the two decks.

When the inter-Hawaii service closed down three years later all three Jetfoils were acquired by Far East Hydrofoil in Hong Kong. Reconfigured with 292 seats and renamed *Flores*, the former *Jetfoil One* was put into service on the international route between Hong Kong and



Jetfoil hull # 001, Jetfoil One, being launched at the Boeing Marine Systems plant at Renton, Seattle, Washington in March 1974
/BOEING MARINE SYSTEMS
photo

The overall length was 27.4m and maximum beam 9.5m. The foils were retractable; the forward T-foil retracted forward and would position above the waterline, the aft full-width foil rotated aft to lie behind the transom under the stern overhang. Retraction/extension of the foils could be done while underway in hullborne mode, up to a speed of approx. 5 knots.

Propulsion consisted of a pair of Detroit Diesel Allison 501-K 20A gas turbines rated at 3,700 hp each and Rockwell Rocketdyne mixed axial-flow waterjets. Design cruising speed was 43 knots and maximum speed 46 knots.

the Portuguese territory of Macau. Having operated surface-piercing hydrofoils built in Italy and Japan by Rodriquez and Hitachi since 1964, FEH already had two 929-100s which had been ordered by the company and introduced in April 1975. *Flores* has remained with the operator to this day, which is now known as TurboJET following a merger of FEH's parent company Shun Tak Enterprises and CTS Parkview Ferry Services five years ago.

A total of 20 civil Jetfoils were launched by BMS during 1974-81 before the company decided to step down from the commercial



One Jetfoil service that never took off was a planned operation in Germany using a pair of 929-115s previously owned by Belgian RMT and operated across the English Channel 1981-97. The above view shows the vessels after having been acquired by the German owner and renamed Adler Blizzard and Adler Wizard. Both craft were subsequently returned to their native USA in 1999 / CHRISTIAN ECKHARDT photo

market scene in 1985 instead focusing on its military hydrofoil program including the PHM (Patrol Hydrofoil Missilesip) design, the first of which had also been launched in 1974, and the non-ferry Jetfoil 929-119/120.

Of the civil Jetfoils ten were Block I 929-100 craft with the other ten being of a modified Block II series designated 929-115 introduced in 1977. In addition to the US built Jetfoils, from 1989 onwards Kawasaki Heavy Industries produced the 929-117 ferry version under licence in Japan. Two units of a slightly different

appearance based on the Jetfoil and designed and built by China Shipbuilding in the People's Republic of China, the PS-30, were built for FEH in 1994-95.

Over the years, apart from the above, Jetfoils have operated in a number of locations such as Canada, the English Channel, Spain, Latin America, Japan and elsewhere. The biggest concentrations of Jetfoils these days are found in Hong Kong and Japan, whereas, for instance, in Europe only two remain in service. ■



The Jetfoil at its best! **Princesa Dacil**, delivered in 1990, is one of two Kawasaki built Jetfoil 929-117s owned by Spanish operator Trasmediterránea. It is seen here at Las Palmas last October cutting its way through the water like a knife JODDGEIR REFKVÍK photo

Who said a princess has to be pretty?



The last of the US built Jetfoils left European waters five years ago. And it was twenty-seven years ago this spring that the first of them arrived in the continent.

The seventh Jetfoil 929-100 built, *Flying Princess* was launched at the Boeing Marine Systems facility at Renton, Washington in the summer of 1976. The six hulls before it having been delivered for operations in Hawaii, Hong Kong and Venezuela.

In Europe several companies showed interest in introducing one or more Jetfoils across the English Channel around this time, including British Rail/Sealink and RMT/RTM, the Belgian state-owned ferry company, and the Danish shipping group J. Lauritzen, all of which had a London to Oostende, Belgium route in mind. But it was P&O Ferries which became the

first to introduce a Jetfoil in revenue service in Europe – although initially on an experimental basis and with a chartered craft operated and maintained by BMS crew and team.

Before this came about however, the 224-seat *Flying Princess* was leased by a Canadian company, Georgian Gulf Cruises, for six weeks in September–November 1976 to operate an international test service between Seattle and Victoria on Vancouver Island, British Columbia, Canada. Only one daily round trip was operated, the journey taking 1 hour 50 minutes each way, but with more than 18,500

passengers carried the trial service was considered a success.

Prior to the lease of *Flying Princess* by P&O, which was signed with BMS in February 1977 for a June 1st commencement, it was decided to take the Jetfoil on an extensive promotional tour of north-west Europe and the British Isles for seven weeks. The hydrofoil left the Pacific Northwest as deck cargo in mid-February bound for Copenhagen, Denmark where it arrived on March 11. From here it was taken on a nearly 7,000 nautical mile spin to twenty-six ports in Denmark, Sweden, Germany, Norway, Scotland, England, France and Belgium.

The ambitious program makes interesting reading even today. For instance, the vessel, typically cruising at 42–43 knots, would travel from Kiel, Germany to Copenhagen in just under 4 ½ hours, Copenhagen to Gothenburg, Sweden in 3 ½ hours, Gothenburg to Frederikshavn, Denmark in only 75 minutes and make the crossing of the North Sea between Stavanger, Norway and Aberdeen, Scotland in 6 ¾ hours.

The demonstration tour was concluded on May 2 on which *Flying Princess* was taken to Oostende for final preparations and route proving.

Europe's premiere Jetfoil service, marketed as P&O Jet Ferries, was inaugurated on June 1. Linking central London and Belgium, P&O had chosen Zeebrugge as its continental terminal rather than Oostende as it was already present there through one of its associated companies. With a scheduled journey time of 3 hours 45 minutes for the 136 nautical mile route one daily round trip was operated, leaving Zeebrugge in the morning and returning from London in the mid-afternoon. Fares for traveling on the Jetfoil were lower than those by air and higher than by conventional ferry.

As had been stressed by P&O from the start, the London–Zeebrugge Jetfoil service using the leased *Flying Princess* was an experimental one.

Still, the suspension of the route on September 25, 1978 was somewhat earlier than initially planned.

By that time however the company had announced it was to introduce two second generation Jetfoil 929–115s of its own between London and Oostende. The first of these would be delivered in time for the 1979 season but since P&O did not want a one-craft operation the charter of *Flying Princess* would be extended until the second 929–115 would become available in May 1980. Due to, in part, delays related to the relocating in London, from St. Katherine's Dock to a site next to Tower Bridge, the opening date was pushed to, first, September and then February 1980.

With no employment for *Flying Princess* on the London–Oostende route for some time, another newly established cross-Channel Jetfoil operator, Jetlink Ferries, accepted an offer by BMS to lease the hydrofoil as a back-up for its own 929–115, which had suffered a malfunction, as well as extra capacity on the Brighton–Dieppe SeaJet service during the 1979 high season.

The P&O Jet Ferries London–Oostende service finally got underway in late February 1980 with the first of the company's 929–115s and *Flying Princess*. The second new craft entered service in June by which time three round trips a day were operated. But only seven months after the service had been launched P&O decided to close down the route and put its two 929–115s on the market.

In the meantime *Flying Princess* had been transferred to the Canary Islands to operate with Trasmediterranea, as *Princesa Voladora*, between Las Palmas, Gran Canaria and Santa Cruz, Tenerife pending the delivery, in 1981, of the company's first own Jetfoil 929–115.

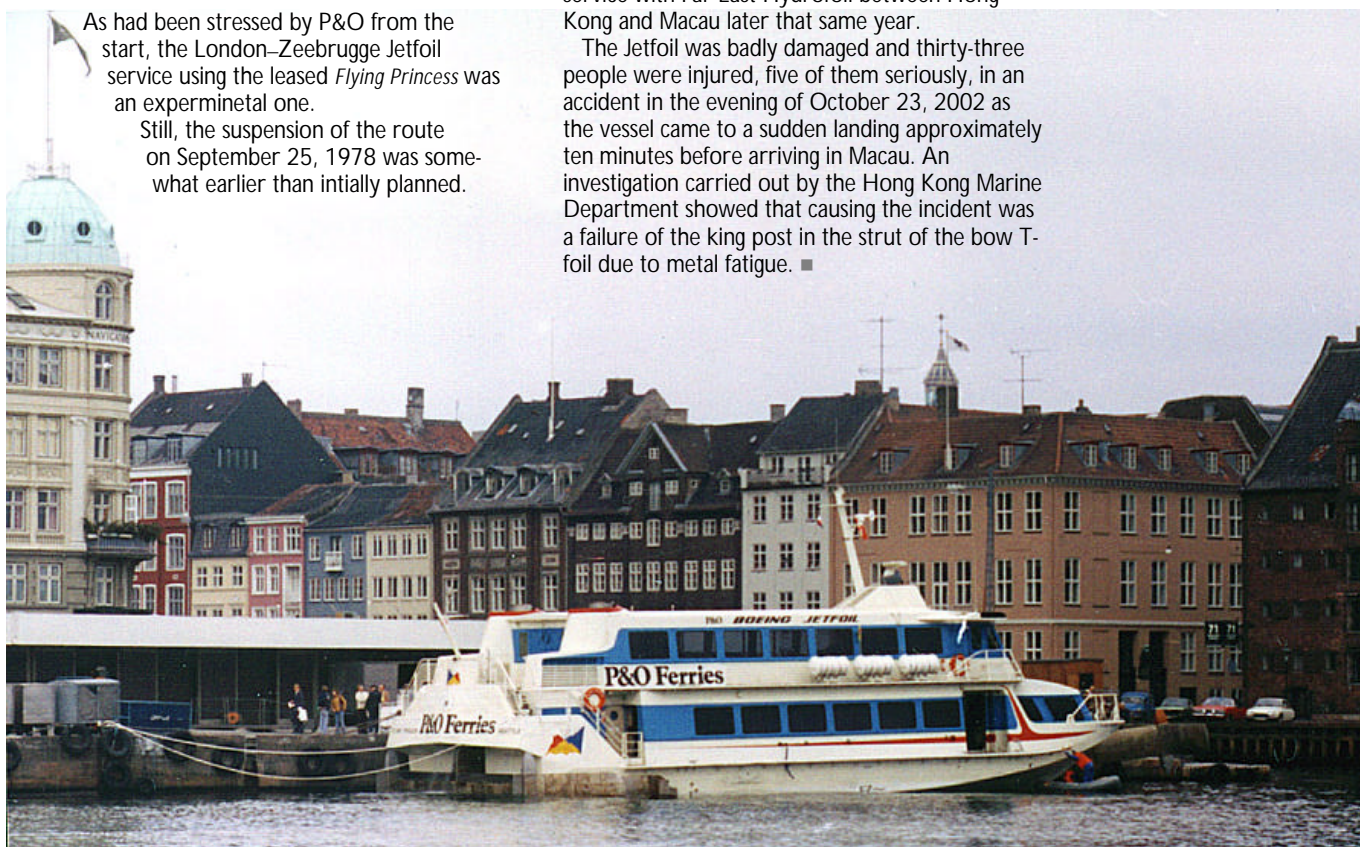
At this point BMS had found a buyer for *Flying Princess*. Renamed *Urzela* the vessel entered service with Far East Hydrofoil between Hong Kong and Macau later that same year.

The Jetfoil was badly damaged and thirty-three people were injured, five of them seriously, in an accident in the evening of October 23, 2002 as the vessel came to a sudden landing approximately ten minutes before arriving in Macau. An investigation carried out by the Hong Kong Marine Department showed that causing the incident was a failure of the king post in the strut of the bow T-foil due to metal fatigue. ■

OPPOSITE,
Main photo:
Boeing Jetfoil 929–100 Flying Princess toured north-west Europe and Britain before entering service with P&O Jet Ferries between London and Zeebrugge on June 1, 1977

Inset: The forward T-foil and aft full-width foil are retractable on the Jetfoil / SØREN STRUNTZE photo, both

Jetfoil 929–100 Flying Princess alongside at Copenhagen shortly after arrival here in March 1977 / SØREN STRUNTZE photo



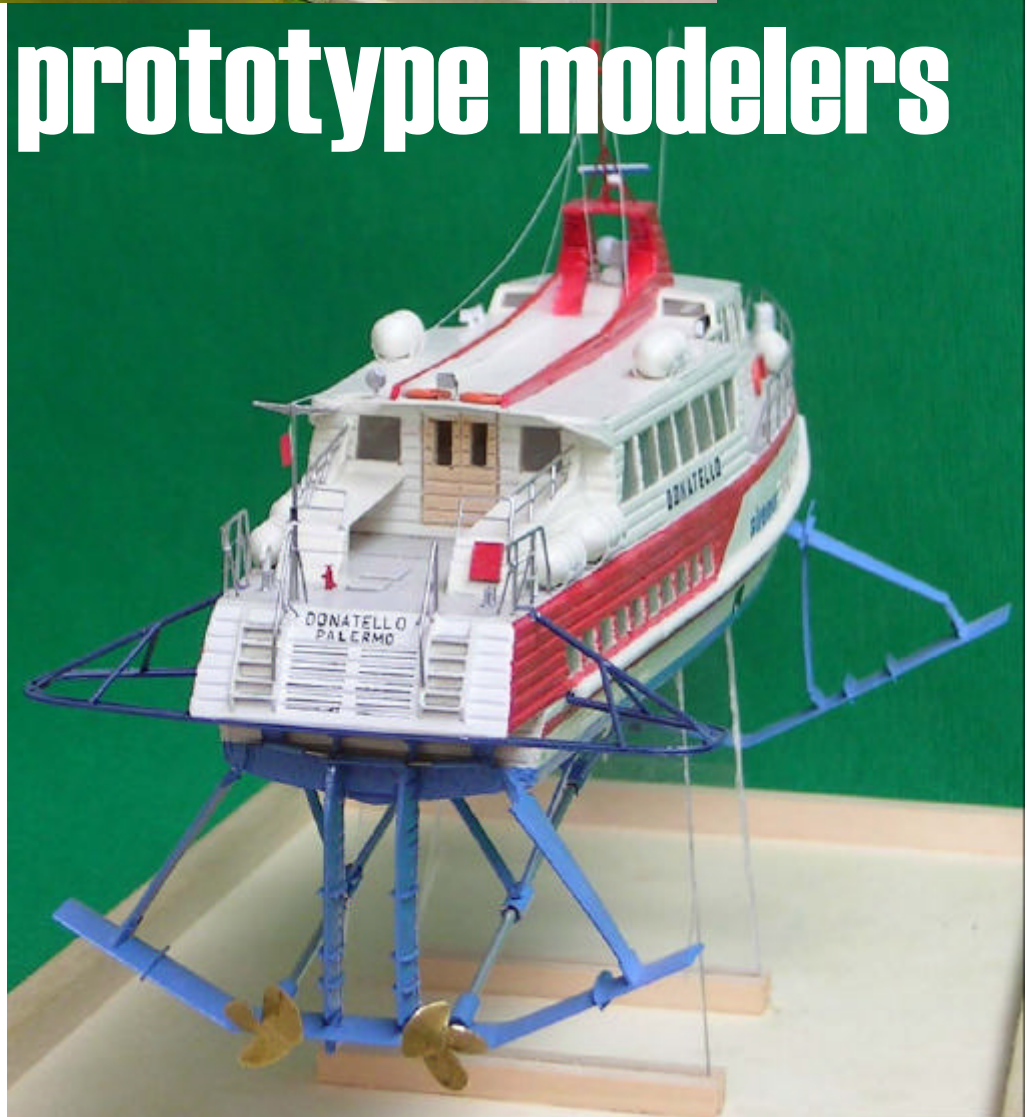


PT.50 Flecha de Oriente and RHS 160 Donatello were built to a scale of 1:100. Here the charming models pose in front of the considerably larger PT.50 Freccia d'Oro (1:20 scale)
/ANTONIO DONATO photo

ANTONIO DONATO photo

Italian prototype modelers

Our two talented model boat builder friends in Messina, Antonio Donato and Enzo Annuario (see past issues of CFF), each have recently completed yet another hydrofoil scale model. Antonio is responsible for the Rodriguez RHS 160 Donatello pictured here and opposite, and Enzo has built the early PT.50, Flecha de Oriente, on page 14–15. In their full scale versions Donatello was delivered to Siremar in Sicily in 1980 and remains in service with the company, whereas the



PT.50 was the first of the type built, in 1959, and no longer exists.

Both models are built from scratch to a scale of 1:100, however using different techniques, and are non-operational.

Coming attractions from the duo include the PT.20 and RHS 160F hydrofoils. ■

scale
BOX



BOTH PHOTOS : ANTONIO DONATO



BOTH PHOTOS : ENZO ANNUARIO

Flecha de Oriente was one of four hydrofoils, two PT.20s and two PT.50s, delivered to Venezuela by Rodriguez in 1958 and 1959. It was the first PT.50 built by the yard and entered service with Naveca out of Caracas in 1959.

It later returned to Italy having been acquired by Rodriguez's operating company Aliscafi SNAV, was renamed *Freccia di Messina* and put into service on the company's route network in Sicily.

In June 1986 shortly after having left Milazzo in

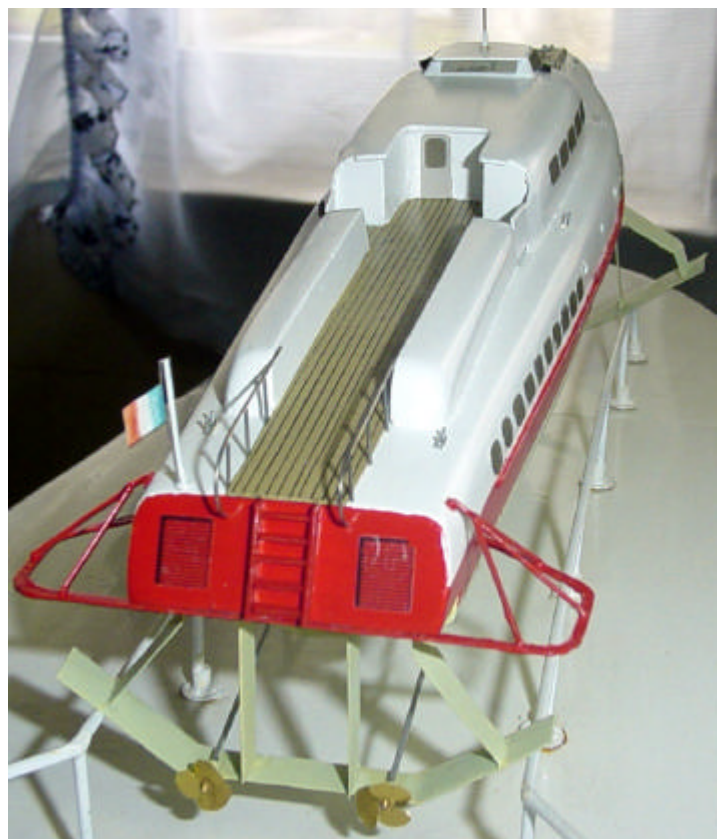
Sicily for Lipari in the Eolian Islands, a fire broke out in the engine room on *Freccia di Messina*. Of the 57 passengers and six crew on board 60 people were rescued by assisting boats and helicopter while three elderly passengers died. Thirty people suffered minor injuries and were taken to hospital. The vessel itself did not sink and was towed back to Sicily. The subsequent inspection showed that the damage inflicted on the PT.50 was of such proportion that it was decided not to refurbish it and to write it off. ■

The real Arrow of the Orient





scale
BOX



TIM TIMOLEON photo



See more of the work of these two model builders in the April (3), June (5) and December (9) 2003 CLASSIC FAST FERRIES. Also, further photos of the full scale Donatello and details on the Rodriguez RHS 160 design appeared on the back cover of CFF 5/2003 and in CFF 6/October 2001, which also had a short report on another model of Donatello. ■



Early 1980s

: WHEN

Bergen, Norway

: WHERE

Ole Kristian Knutsen photo

: WHO

: WHY

We didn't move locations since last month's *Classic Shot* ... but then Bergen always was one of the most active fast ferry ports in the world with a huge selection of fast ferries of all types.

Above is one of the lesser known ones, a 37m monohull built locally by Bergens Mekaniske Verksteder and delivered to Fylkesbaatane i Sogn og Fjordane in 1971. The 171-seat 28-knot vessel, *Fjordprins*, was based on a standard marine design and built from steel, contrary to the aluminum used for hydrofoils (except the foils) and the Westamarin 86 catamaran, the first of which did also appear that same year and entered service with FSF. The W86 and, three years later, W95 designs became success stories, whereas only the one BMV monohull was built in its civil version. In the mid-80s, with fuel prices not getting any cheaper, FSF found *Fjordprins* being too expensive to operate compared to its other fast ferries. After having been kept as a reserve craft for some time, it was sold in early 1986 to an Italian company, Ultramar, and renamed *Freccia d'Argento*.