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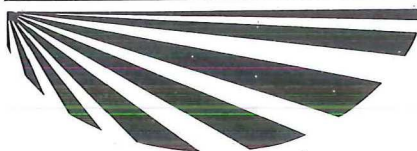
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January-February 1992

Vol 31 No 1

- 5 Orders and developments
- 15 New AMD vehicle ferry designs unveiled
- 19 1991 Deliveries and orders
- 29 IMAS 91: High speed marine transportation
- 37 Guidelines for evaluation of high speed craft – Part 2

Cover: One of the first deliveries in 1992 was Rodriquez Cantieri Navali's 47m foil assisted monohull Marconi to Adriatica di Navigazione

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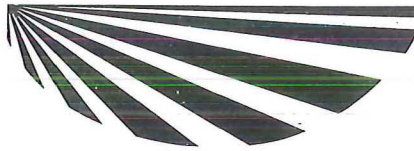
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March 1992

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- 11 Ulstein Eikefjord delivers first UT 904 ACCs
- 17 New projects on display at exhibition
- 23 8th International High Speed Surface Craft Conference
- 29 Way down upon the Swan River
- 38 Developing a new Code for the fast ferry industry

Cover: *The second UT 904 ACC surface effect ship completed by Ulstein Eikefjord, Eleonora, on pre-delivery trials in Norway*

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Vol 31 No 3

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- 11 Market looking buoyant for Incat Tasmania
- 15 A rough ride for *SeaCat Tasmania*
- 18 A growing tourist trade beckons Thai operators
- 23 High speed concept from Kværner Masa-Yards
- 25 High Speed Surface Craft Conference – Part 2

Cover: *Incat Tasmania 74m wavepiercer Hoverspeed Boulogne arriving in Cowes at the end of its delivery journey on March 10. (Photograph: Gilbert Hampton Photography)*

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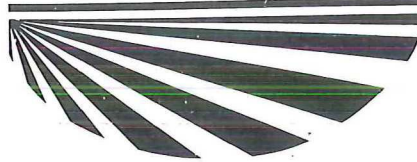
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Fast Ferry International

May 1992

Vol 31 No 4

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- 13 Six SeaCon fast car ferries in UK waters
- 18 Learning from the aviation industry
- 22 A green option for Sydney's commuters
- 25 Austal delivers first 40m catamarans to PRC
- 31 Kværner Fjellstrand joins Singapore builders
- 34 Night vision – Has its time come?
- 37 Broadgate launches Voyage Event Recorder

Cover: FBM reports that the first Thames class 23m catamaran delivered to the RiverBus Partnership, Conrad Chelsea Harbour, completed the positioning journey from the Isle of Wight to London on January 13, in Force 2-4 conditions and waveheights of 0.5m, in 8 hours 45 minutes at an average speed of 22 knots. Eleven days later, with a full passenger load, the craft made a non-stop trip on RiverBus's 8.9 nautical mile route between Chelsea Harbour and Greenwich in 23 minutes 15 seconds at an average speed of close to 23 knots

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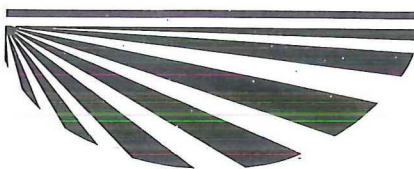
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Fast Ferry International

June 1992

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- 11 Westamarin Foilcat 2900 completes trials programme
- 15 First fast ferry built in South America
- 18 Options for IMO's revised code
- 25 New catamaran range from Firth Marine Design
- 29 Design for Collision – Some thoughts on high speed craft
- 33 Air Ride Craft unveils new concept and designs
- 37 Norwegian report on composite materials published

Cover: The trials programme of Westamarin West's Foilcat 2900 foil assisted catamaran, Foilcat, started off the south coast of Norway in February

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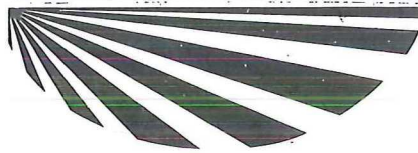
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July-August 1992

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 - 20 Operators and services multiply in Greece
 - 27 Griffon 4000TD hovercraft delivered to India
 - 29 Intermediate technology catamaran for West Africa
 - 30 Large fast ferry economics discussed at conference
 - 37 Development and testing of the Ulstein WJ 630 waterjet
-

Cover: Ilio Lines's Kolkhida, Delfini V approaching Rafina in June this year prior to being transferred to a cross-Adriatic route

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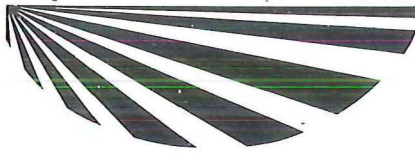
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Vol 31 No 7

- 5 Orders and developments
- 10 Advanced Channel Express introduces the Agnes 200
- 15 WaveMaster completes first Jet Raider 39m
- 18 Washington State Ferries perseveres with fast ferries
- 23 Clipper Navigation continues to grow
- 27 Great Lakes operators look for expansion
- 34 Competition intensifies on the Kattegat
- 36 Summary of the state of revision of A.373(X)

Cover: Agnes 200, newly converted to a passenger ferry, entered service on the English Channel in July

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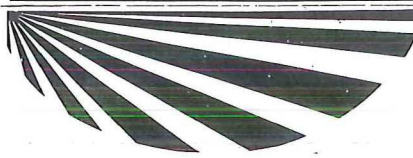
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October 1992

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- 10 A view from the Beltway - HPMV 92 conference
- 16 New yard facilities for a new Rodriguez range
- 18 MEC 1 enters service across Straits of Messina
- 20 Three 47m monohulls completed this year
- 23 Three new craft due in next five months
- 27 Aliscafi SNAV expands fleet and overseas routes
- 31 KFS introduces second Vancouver Island route
- 35 AP.1-88 delivers the goods in British Columbia
- 40 All our yesterdays - A nostalgic odyssey

Cover: *The Rodriguez yard in Messina pictured earlier this year. Visible are four PT.20 hydrofoils, a PT.50, an RHS 160, three RHS 160Fs and a 47m foil assisted monohull*

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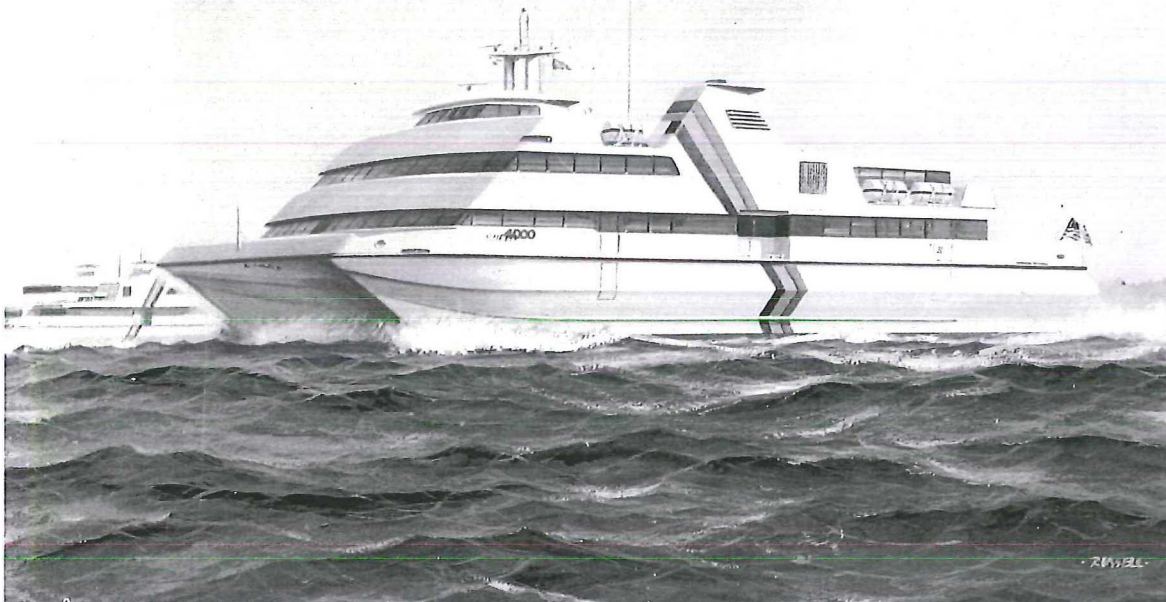
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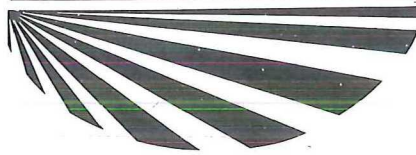
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- 11 First Sea Lord 36 catamarans delivered
- 17 Monohulls revolutionize Sarawak transportation
- 21 Safety issues dominate Kristiansand conference
- 32 Doeksen introduces first Harding 35m catamaran
- 35 Hobart-Montevideo by 74m wavepiercer
- 37 The hydrofoil, the hovercraft and the 1960s

Cover: One of almost 100 locally built high speed monohulls that are now in service on the rivers and coast of Sarawak (Photograph: Peter Sherrard)

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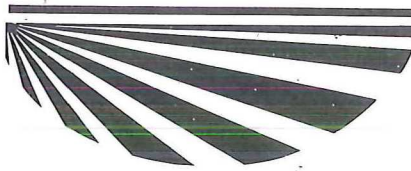
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- 9 Hong Kong looks beyond 1997
- 11 Hong Kong-Macau route continues to dominate
- 18 HKF plans fleet replacement
- 22 Discovery Bay looking at larger designs
- 27 Hong Kong-China routes carry over 3 million
- 31 Safety in Hong Kong waters and beyond
- 38 Late 1962 - a time for firsts

Cover: A typical scene in Hong Kong's Victoria Harbour as an HKF Hovermarine 218 arrives from Tsuen Wan, a Discovery Bay FBM Marinteknik 35m monohull arrives from Discovery Bay and a Far East Hydrofoil Boeing Jetfoil leaves for Macau

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Fast ferry operators directory 1992

This ninth annual Fast Ferry Operators Directory lists details of 180 companies and 688 vessels, increases of almost 30 and over 50 respectively compared with the 1991 edition.

As usual we have erred on the side of caution and have not included those operators, in particular several in Asia, whose current operational status we could not confirm. As a number of these are undoubtedly operating, the worldwide figures, excluding the former Soviet Union countries, probably now total over 200 companies and 700 vessels.

Included on the following pages are those companies that were operating fast ferries at the end of September 1992, or had operated seasonal services earlier in the year, or were awaiting the delivery of vessels. Eighteen detailed in the 1991 edition are not included here because they have closed down, carried out modifications that have reduced the service speeds of their craft or because we were unable to confirm that they are still operating.

Not all the new entries are entirely new companies, some have been reinstated after their continuing existence has been confirmed and several are newly formed subsidiaries of established operators.

We have also taken a small step towards detailing the huge fast ferry fleets within the former Soviet Union, which are almost certainly larger than the rest of the world put together, by including those companies that have imported fast ferries in recent years.

During 1990-1991 several operators suspended services due to armed conflicts and details of the resulting damage to their vessels is now emerging. It is believed that the entire fleet of the Kuwait Public Transport Company, three Hovermarine 218 surface effect ships and two Incat/NQEA 26m catamarans, was either seized or destroyed during the Gulf conflict.

In southern Croatia, at least three Kometa hydrofoils owned by Atlas Turisticka Plovidba, half the company's fleet, were damaged beyond repair during fighting in Split during September last year.

One of the other companies in the former Yugoslavia, Kompas, sold its three remaining Kometas and although its Westamaran 100 catamaran and Incat/NQEA 39m wavepiercing catamaran remain in Slovenia, both vessels are being offered for sale.

Kvarner Express, the operator based just along the Adriatic coast in the north of Croatia, resumed some services this year but has also sold one of its Kolkhida

hydrofoils and placed its other three on the market.

As in previous years, for the purposes of this directory a fast ferry is considered to be a craft able to carry a minimum of 50 passengers and having a full load speed capability of at least 25 knots. The operators are listed alphabetically with details of their fleets in date acquisition order. Where two dates are given, the first is the year of construction and the second is the year in which the vessel was introduced by the current operator. Details of multi-stop fast ferry services are listed at the end of the directory.

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Pictured on the cover is Kyushu Yusen Kaisha's Kawasaki Heavy Industries Jetfoil 929-117 Venus. Above, Boat Torque Cruises's WaveMaster International 37m monohull Jet Raider running alongside Pelayaran Bintan Baruna Sakti's WaveMaster 39m monohull Ocean Raider during trials of the latter in Western Australia earlier this year. Below, Mount Rainier dominating the Port of Seattle as a Washington State Ferries's Equitable Shipyards's 34m monohull arrives from Bremerton and Clipper Navigation's Fjellstrand 38.8m catamaran Victoria Clipper departs on an afternoon service to Vancouver Island

