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29.3m Hovercraft



Listing ID - 1638

Description 29.3m Hovercraft

Date 2007

Launched

Length 29.3m (96ft)

Beam 15m (49ft 2in)

Location UK

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Griffon Hoverwork's BHT is inspired by and derived from the well proven AP1-88 design, which is operational in over 15 locations around the world.

BHT 130 "Solent Express" was built in 2007 to Lloyds Register of Shipping for passenger operations in the UK. She is capable of carrying 130 passenger plus crew.

Solent Express has UK MCA coding and is built to High Speed Craft certification.

Up until recently she has operated on the Hovertravel route carrying passengers from Portsmouth to the Isle of Wight (UK), and has been professionally maintained her whole life. The craft was last used on 6th August 2013.

At just under 30m in length she is powered by two MTU diesel engines for propulsion and two MTU engines for lift; the craft has a payload of 22.5 tonnes and is capable of speeds in excess of 45 knots, in up to 2 m seas.

SPECIFICATION SUMMARY:

Dimensions when hovering-

Length: 29.3m
Beam: 15m
Maximum passengers: 130
Maximum crew: 2
Maximum Operational Speed (at full payload): 45 knots
Standard Endurance: 6 hours
Maximum All-up weight: 78 tonnes
Maximum operational capability: 2m significant wave height
Worst Intended Wind Speed: 35kts or gusts not exceeding 40kts
Craft hours: 8446 hours
Port Lift Engine: 192 hours
Starboard Lift Engine: 6822 hours
Port Prop Engine: 192 hours
Starboard Prop Engine: 2178 hours
Obstacle Clearance: 1.2m

BHT Series Overview

The BHT series hovercraft forms Griffon Hoverwork's heavy lift range. Operating in a wide range of roles, these hovercraft are available in full well decked cargo carrying, full passenger carrying, and half well decked, half passenger carrying configurations. The BHT range hovercraft can carry a payload of up to 22.5 tonnes or 130-180 passengers.

Powered by four DDC (MTU) diesel engines and with a welded aluminium hull, the BHT series craft are designed for high reliability and ease of maintenance.

These hovercraft can reach speeds of up to 45 knots in calm sea conditions. The craft is supported on an air cushion contained by a low-pressure radio skirt.

The skirt forms a seal between the hull and the surface below, allowing the craft to pass over any surface irregularities.

This craft's design is a proven and reliable concept that serves customers' requirements world wide.

'Solent Express' Craft Configuration

The current configuration of Solent Express includes 130 forward facing seats in a three-four-three combination. It is possible to remove a number of these seats to allow for additional storage space. Access to the craft is through large doors on either side of the craft.

As with all Griffon Hoverwork's hovercraft, the design and construction of the craft complies with the safety requirements of the International Maritime Organisation as laid down in the International Code of Safety for High Speed Craft 2000 and applied by the UK Maritime Coastguard Agency. Hull construction is to Lloyd's Register of Shipping requirements.

Speed

With all engines operating at the maximum continuous rating, the craft will achieve a speed of 45 knots when operating over calm water with ambient temperatures up to 32c. This is also the maximum speed for the craft.

Fuel System

The fuel system provides supply to the four engines and adjusts the craft running trim by means of longitudinal and lateral movement between four tanks. Two tanks are located in the hull forward, either side of the craft centerline and

below the level of the deck. Two similar tanks are located aft and either side of the craft centerline. Each tank compartment is lined with a rubber bag tank. Electric pumps allow the craft crew to manage the distribution of the fuel for craft trimming purposes. Fuel is pumped from the main tanks to header tanks located close to each engine. The forward tanks hold a maximum of 500 gallons (1890 litres) each and the aft tanks hold a maximum of 518 gallons (1958 litres) each.

Fuel Consumption

The total fuel consumption of the maximum continuous power rating on all four engines is approximately 600-650 litres/hour. Fuel capacity is adequate for an endurance of approximately 6 hours.

Engines

The craft is powered by four DDC (MTU) diesel engines. The propulsion engines are of series 2000 16V and the lift engines Series 2000 12V, these engines have a maximum power output of 1200hp and 800hp respectively. The engines are water jacketed and cooled by radiators installed in each engine compartment. Each engine compartment is unmanned and equipped with fire detection and remotely controlled fire suppression systems.

Propulsion System

Power is taken from each engine by a carden shaft to a toothed pulley. Two pairs of toothed belts transfer the power up to the forward end of the main propeller shaft. The carbon fibre propeller shaft carries the power aft to the 3.5 metre diameter five bladed variable pitch propeller.

Lift and Bow Thruster System

The lift and bow thruster systems is installed on either side of the craft. Each system is driven directly by an engine installed out-board and forward of the control cabin, transmitting power to three centrifugal fan units. Two of these fan units supply air to the skirt and cushion system and causing the craft to hover. The third and forward unit discharges air up-ward into the swivelling bow thruster nozzles.

The propeller ducts are constructed from glass and carbon fibre reinforced plastic . 3mm thick aluminium is used, to the same specifications as for the hull.

Propeller Ducts

The 4.5 metre diameter ducts are moulded in a mixture of carbon and glass fibre reinforced plastic and aluminium alloy. The ducts are bolted to the deck by tubular legs.

Craft Control

The primary directional control of the craft is from three rudders mounted to the rear of each propeller duct. The rudders are hydraulically operated and controlled by the craft captain by a foot operated rudder bar.

Hull

Materials used for Hull:

Plate

Aluminium alloy plate is used in, in thicknesses ranging from 1.6mm to 15mm. This plate is to the International Specification No. 5083.

Extrusions

Extruded sections of various forms, angles, I beams, Tees, tubes, channel sections and planks. These sections are of the International Specification No. 6082.

Fabrication

Steel and aluminium Huck bolts are used when riveting, ranging in diameter from 5mm to 10mm.

The hull is constructed from marine grade aluminium alloy. Fabrication is by MIG or TIG welding processes. The larger flat panels such as the well deck are of wide extruded planks welded together by the Friction Stir weld process. Bonding and riveting is used in areas where welding is inappropriate. Structural fire protection of engine bay bulkheads meet the 30 minute requirement.

The hull is a flat-bottomed structure with a bow of a semi circle shape. A 2.5 meter wide flat is incorporated at the stem. The depth of the raft is mainly 800 mm with 1.8 meter deep side bodies.

The hull structure is held down each side by near vertical plating, inclined slightly outwards at the upper edge.

The main longitudinal beams have substantial extruded booms top and bottom. The resultant egg-box like structure is plated top and bottom. The compartments formed by the ship frames are grouped and bounded by watertight boundaries to form watertight compartments.

The lift transmission system is installed in the forward half of each side of the hull.

Skirt System

The skirt is made up of a main peripheral skirt and a rear skirt. Cushion dividers provide the required pitch and roll stability when the craft is hovering.

The skirt has a depth of 1.8 metres at the bow tapering to 1.5 metres at the stern. The fingers have a depth of 0.8 metres.

Flexible cones forming the lower sections of the rear skirt and transverse cushion dividers measure 0.8 metres in depth. All the fingers and the cones are individually replaceable.

The skirt is manufactured from woven nylon fabric, coated with neoprene rubber.

The fingers are manufactured from woven nylon but coated with natural rubber of maximum flexibility.

Marine Equipment

These items are provided

Lloyds approved anchor and cable

Hand held cabin fire extinguishers

One portable manual bilge pump

Mooring/towing ropes

Boat hook

First aid kit

Comprehensive on board tool kit

Navcoms:

VHF Radio

GPS/Chart Plotter

Radar

Safety Equipment:

Life rafts and Life Jackets

Optional Extras

The following optional equipment can be supplied at extra cost. Fitted optional equipment will reduce the available payload. The options may include but are not limited to the options listed below:

Navcoms:

AIS
Satellite compass
Loud Hailer
Anemometer
Thermal imaging/night vision equipment
'Glass cockpit' _displays (inc multi fuction display)
Specialised navigation & communication equipment

Safety Equipment:

SART and EPIRB

Rescue Equipment:

Search lights
Jason's cradle for casualty recovery
Rescue rib and crane
Medical kits
Personal protection equipment for crew

Cabin Equipment:

WC
Air conditioning
Additional crew seats
Galley
Stowage racks/lockers
Cabin Heating

Craft Equipment

Additional fuel capacity (for increased endurance)
Auxiliary Power Unit
Spray-suppression skirt
Driving Lights

Technical Manual

A Technical Manual (in English) is provided with the craft. This manual comprises the Craft Operating Manual, the Servicing Schedule, the Maintenance Manual and the Parts List.

Lifting Slings

Lifting slings are provided to lift the craft.

Trials

All craft will be subjected to sea trials on Southampton Water, UK, in order to check all systems and confirm performance before delivery.

TRAINING

Basic Pilot Training

Initial pilot training will cover the substantial elements of driving the craft and will lead to a Type Rating Certificate for the hovercraft being used. Griffon Hoverwork is authorised to issue Type Rating certificates as our training meets and exceeds maritime regulations.

Advanced Pilot Training

Advance pilot training builds on the skills learnt on the initial course and develops your pilots further, giving them greater confidence and ability.

Mechanic Training

The Initial Technicians Course will give your mechanics the ability to carry out maintenance as per the maintenance schedule.

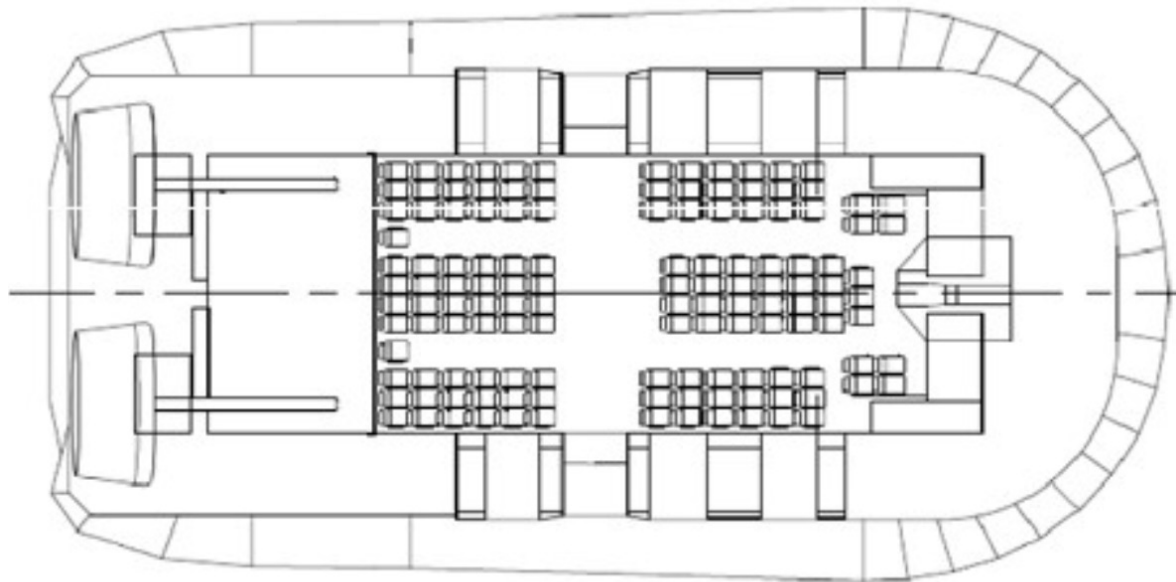
Spares and Service Packs

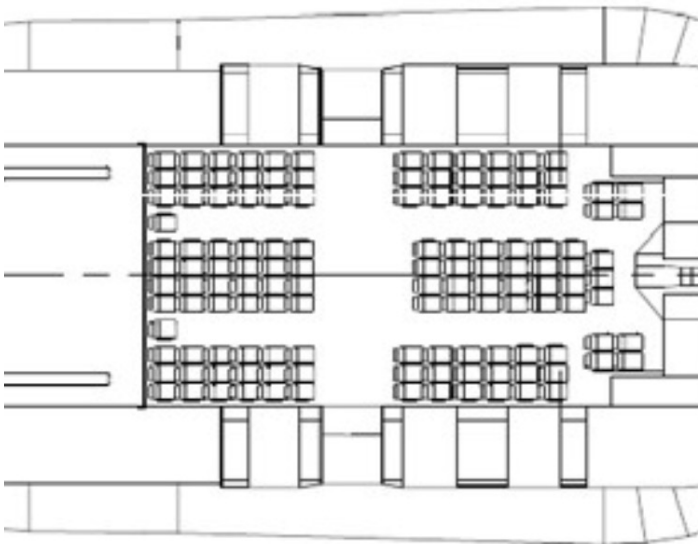
We offer four decades worth of knowledge in the provision of spare parts and services for the craft. GHL can provide the following spares and service packages which follow the craft type servicing schedule, these will include both consumables and contingency spares vital to the success to any operation:

- 500 hours spares and service packs
- 1000 hours spares and service packs
- 2000 hours spares and service packs
- 3000 hours spares and service packs

Special Design

As the basic structure of the craft provides a simple open well, layouts other than those described can be provided to suit customers' special requirements. An open deck behind the driver can provide full freight or part-freight, part passenger facilities.







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