



The Hovercraft Society  
Formed in 1971

*News Notes*

No 2-26 MARCH 2026



*Royal Norwegian Navy's Skjold-class corvette. Norwegian Armed Forces photo.*

## INTRODUCTION

This month we have three longer articles in addition to news items. We cover from a light hovercraft chemical sprayer to a summary of the results from a decade and a half of arctic research using a hovercraft as a travelling laboratory and living space, to an overview of the current developments for Commando Insertion Craft and remote operated surveillance craft.

Regarding current contracts, the RNN SES Corvettes will now be upgraded, and Griffon Marine has won two contracts to support conventional raiding craft and other small naval vessels. Meanwhile their work for CCG continues, and the GH8000 craft construction progresses in Chowgule in India.

On the light hovercraft side, we have information on many of the currently planned racing, cruising, and rally events in Europe, USA and Australia.

In USA the HCA is celebrating its 50<sup>th</sup> anniversary, while HCGB celebrates its 60<sup>th</sup> this year.

During the last month we have added three books to our review library, each of which document important aspects of hovercraft history. On the technical side we have added a new conference that was to be held in St Johns, Canada, but due to unforeseen circumstances the event itself was not held, and just the papers published. They focus on operations in the arctic environment, both in Canada and in China. Worthwhile a visit to the Members Library!

## NEWS ITEMS

## US PRESIDENT REQUESTS MINESWEEPERS



It was reported on 16<sup>th</sup> March that President Trump had made a request that NATO partners with Minesweeping vessels send them over to the strait of Hormuz to assist in re-opening shipping through the strait as they had many more such vessels than the USA. The request was to all NATO allies. Countries such as UK, France and maritime European nations have such vessels. Norway has the only fleet of SES Minesweepers that perhaps have the greatest resilience against mines. The initial response from NATO allies was that a diplomatic solution to the crisis with Iran was required.

A report in the Norwegian press is [here](#).

## KONGSBERG TO UPGRADE RNN SES

The Norwegian Defence Materiel Agency has 20<sup>th</sup> February signed a contract with Kongsberg Defence & Aerospace for sensor upgrades of the Skjold-class corvettes. The contract has a value of about NOK 410 million.

The upgrade includes improved fire control radars and new electro-optical sensors for four vessels, as well as their integration into existing combat systems. According to the Norwegian Defence Materiel Agency, this will strengthen the ability to detect and follow targets, including smaller and fast targets such as drones, while the vessels' 76 mm guns can deliver precise fire also for years to come.

The measures are part of a comprehensive modernization of the Skjold-class and will help keep the vessels operational and relevant until

new standardized vessels and other capacities in the Fleet Plan 2024 are in place.

*"We are pleased to continue the work with the Norwegian Defence Materiel Agency on the Skjold class to support and strengthen the fleet's operational ability and availability,"* said Kjetil Reiten Myhra, Executive Vice President, Defence Systems, at Kongsberg Defence & Aerospace.

*"This contract is an important contribution to ensuring that the Skjold-class remains a relevant and combat-capable asset in the years ahead. The upgrade enhances precision, detection capability and endurance, and constitutes a key element in the overall modernisation of the vessels,"* says Head of Maritime Capabilities, Stein Håvard Bergstad, at Norwegian Defence Materiel Agency.

The project will start immediately, with the installation of the first system planned for 2026.

Thanks to Navy News and the NDMA for this information. The Navy News article can be found [here](#).

## GML FUNDRAISE FOR AIR AMBULANCE



Griffon Marine is proud to announce it has exceeded its first-year fundraising target for Hampshire and Isle of Wight Air Ambulance (HIOWAA), raising an impressive £10,243.60 by the end of 2025, surpassing its self-imposed goal of £10,000.

The total marks a powerful start to the partnership launched earlier in 2025, which has seen Griffon Marine's teams across engineering, operations and administration take part in a range of fundraising initiatives in support of the life-saving charity.

Among the activities were participation in the ‘Miles for Missions’ challenge, where team members completed miles walking, running and cycling to collectively support the cause through May’s county-wide effort, alongside HIOWAA supporters and other local businesses. Other activities included a Brew for the Crew and sponsored skydives.

*“As our first year supporting Hampshire and Isle of Wight Air Ambulance, we’ve been absolutely amazed by the enthusiasm of our team and the generosity of our wider community,”* said Mark Downer, CEO of Griffon Marine. *“To exceed our target in year one speaks volumes about how strongly this cause resonates across the entire workforce. We’re incredibly proud to play a part in supporting such a vital emergency service.”*

Griffon Marine’s commitment to HIOWAA came during what has been one of the company’s busiest and most successful years to date. In the past twelve months, the business secured multiple industry awards, announced major new contracts across its global customer base and continued to expand its presence as a world leader in amphibious transport solutions.

*“This has been a landmark year for Griffon Marine — commercially, operationally and culturally,”* added Downer. *“Supporting Hampshire and Isle of Wight Air Ambulance has been a unifying force for our team. Whether through sponsored challenges, workplace activities or direct donations, every team member has contributed to this fantastic achievement.”*

Natalie Russell, Support Engagement Engineer for Hampshire and Isle of Wight Air Ambulance said *“We have enjoyed every minute of our life-saving partnership with Griffon Marine so far, and we are delighted to extend our joint impact into 2026. Griffon Marine staff have provided immeasurable hope to Air Ambulance patients in their darkest hour. We cannot thank them enough for their commitment to saving lives.”*

Building on the success of 2025, Griffon Marine has confirmed that fundraising efforts will continue throughout 2026, with ambitions to raise even more for the critical care charity that responds to emergencies across the region by air and road, 365 days a year.

This report was also published in The News Portsmouth, 26<sup>th</sup> January. It can be seen [here](#).

## GML CHOWGULE UPDATE



Above, first two craft in the shop shown at top.

GML has been on the ground at [Chowgule and Company - Shipbuilding Division](#) in Goa, working closely on the build of six hovercraft for the Indian Coast Guard.

With a mix of long-term deployments and short, focused visits, the team is delivering hands-on expertise across every stage of the project, including:

- Six-month deployments providing dedicated design and technical support
- Project management oversight  
Lloyd’s Register electrical drawing submissions
- Mechanical installation support for the next build phase
- Commissioning & trials preparation, including inspection of trial areas

- Wheelhouse layout and dashboard integration design support

This collaboration combines engineering excellence and close partnership to help deliver the first hovercraft in the coming months.



### KEEPING FINNISH CRAFT IN OPERATION



The GML Support Team delivers expert through-life support worldwide to their clients. During a week mid-January 2026, their team worked in the winter cold of Finland with temperatures typically between -5 and -10 degC and ice cover on the Baltic sea.

They were resetting transmission belt tracking and testing the transmission to ensure optimal adjustment ahead of sea trials on the Finnish Border Guard 2000TD (see [here](#) and [here](#) for Wiki), a craft approaching 30 years of service and still performing where it matters most.

### GML MOD BOAT CONTRACTS

Griffon Marine have recently completed a contract for the UK Royal Marines, transforming

their Offshore Raiding Craft (ORC) fleet into advanced Commando Raiding Craft (CRC). This project involved substantial upgrades including structural modifications, new propulsion, enhanced navigation systems, and increased payload capabilities designed for modernized, rapid littoral operations.



*Above, the GML team and clients in from of one CRC and a Griffon 2400 ACV. Courtesy GLM*

After this [announcement](#) on 26<sup>th</sup> February, now on 26<sup>th</sup> March the UK Ministry of defence has announced two new contracts with GML.

Their contract, for the Ministry of Defence was part of contracts with five suppliers to provide support services for the fleet of 3,000 smaller vessels used by Royal Navy, Army, RFA and MOD Police.

The nine contracts, worth £283.5 million, will maintain and support smaller vessels used by the Royal Navy, Army, Royal Fleet Auxiliary, and MOD Police, such as single-person watercraft, high-speed craft, training vessels, and the Royal Navy's P2000 small warships.

Awarded to Golden Arrow Marine, UK Docks, Griffon Marine Ltd, Babcock and Serco following a competitive procurement process, the contracts will run until 2033. Griffon were awarded two of the nine contracts.

More than £250 million of the total value flows exclusively through UK-based businesses, making defence an engine for growth.

The programme will create apprenticeships, engineering and manufacturing roles in coastal and riverside communities from Scotland to Cornwall. It will directly enable the reopening of docks in Teesside and regeneration of key maritime sites. Activity will be centred on major

naval bases at Portsmouth, Devonport and Clyde, with additional work in Gibraltar.

The complete UK Government release can be seen [here](#).

### TEXTRON DELIVER SSC 115

Textron announced the delivery of Ship-to-Shore Connector 115 to the U.S. Navy on 16<sup>th</sup> March.



This marks the 16th addition of their advanced Landing Craft, Air Cushion (LCAC) to its fleet - an important milestone in the Navy's modernization journey and a pivotal step in enhancing operational capabilities across their forces. For a larger version of the header image go to page 25!

### TEXTRON NEW ORLEANS HOSTS VISIT

During the first week of March, Textron hosted Sergeant Major of the Marine Corps Carlos Ruiz and several other senior enlisted leaders to their New Orleans shipyard.



During the visit, the guests toured the facility and engaged in several collaborative discussions. Textron are proud of their continued partnership with the U.S. Marines and are committed to play a role in supporting their essential missions.

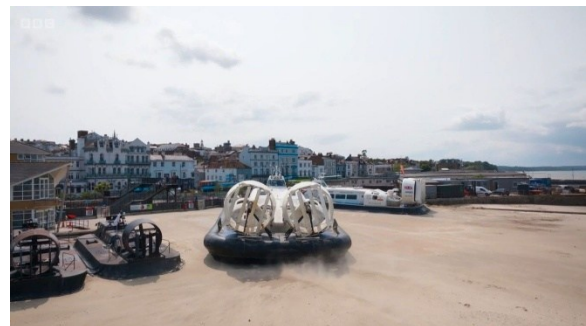


*Above top, the visitors assembled on the bow ramp of one of the SSC at the facility. Above staff and visitors on their manufacture review.*



*Above visitors reviewing one of the completed craft on the landing apron in discussion with Textron personnel. Photos courtesy Textron.*

### HOVERTRAVEL NEWS



Hovertravel have featured on the BBC programme **'The Apprentice'** with Sir Alan Sugar on 14<sup>th</sup> March. The programme is available to watch now on BBC iPlayer for those in the UK.

## BHC SALES AND NEWS



BHC continue to be busy delivering craft to far away destinations. Following the four craft to [New Zealand](#) we noted in the January News Note, BHC are now delivering 2 craft to [Hovercraft Africa](#) in South Africa.

In addition, a used Coastal Pro has gone to Ukraine, to help with the war effort, assisting in operations there.

Finally, the company Tidal Pro DRC demonstrator "Lady B", has gone off to a mining company based in Bolivia, for SAR at several of their work locations.

BHC have announced they will be at Weston Super Mare 27<sup>th</sup> June together with other craft from HCGB giving demos at the Helicopter Museum event – see the advert on page 15.

## NEOTERIC CRAFT TO GERMANY



Neoteric hosted members of a German Fire Department on February 7<sup>th</sup> to test their

hovercraft on the Wabash River The craft will go into service on a river in Germany.

Parts of the river were still frozen, so the German visitors were fortunate to experience open water and ice during their acceptance trial. During the trial they operated with up to six person on board.

Following lunch at a Mexican restaurant, they visited one of several Terre Haute Fire Stations to compare notes. A local TV station Channel WTWO interviewed the German Team, as we include below.

Thomas Wanninger was one of the members of the Steinberg Fire Department from Germany visiting to test out the new hovercraft the department has purchased, and he discussed how getting a piece of equipment like this has its own set of challenges.

*"These boats are not built in Germany or in Europe anymore," Wanninger said. "We had to travel to the US, and we love to be here. We are planning on getting this boat for years now and we are very happy to do the contract to Neoteric."*

This hovercraft will be helpful to the German firefighters when it comes to being called out to an emergency on the water.

*"The boat is special with the braking systems, with the special items it has," Wanninger said. "We are very happy to have a boat like that with the reverse buckets, with the braking system. That's a special thing about the US boat."*

Conditions on the Wabash River were perfect for the firefighters as the cold weather allows them to test it on ice and the snow left over from the recent snowstorm to hit the Wabash Valley gave the firefighters similar weather conditions in Germany to test the hovercraft on.

*"Testing of the boat on the water and ice and everything is perfect for us," Wanninger said. "Our conditions in Germany are literally the same and we wanted to check every condition."*

The hovercraft will take a couple of months to be shipped to the department's station in Germany as it has to be brought in a shipping container, but the department knew they wanted a hovercraft like this after they seen one while visiting a different country.

*“We got interested in the boat while visiting in Italy,” Wanninger said. “We’re looking forward to having this boat in our fire department in Bavaria.”*

After the German firefighters were done testing the hovercraft, they went to one of the Terre Haute Fire Department’s stations to visit with the firefighters and share some of their experiences and training with the firefighters in Terre Haute before heading back home to Germany.

The WTWO News report can be seen [here](#) on YouTube, 1:52, while a detailed Neoteric Blog can be viewed [here](#). The report is dated 26<sup>th</sup> March. A more detailed video from Neoteric can be found on the THS YouTube channel, 5:39.

**NEOTERIC AT 50**

Neoteric will hold its 50 Year Anniversary, Commemoration and Homecoming Celebration on August 7 - 9, 2026, Terre Haute, Indiana

Invitation is extended to all with interest in joining us to commemorate our 50 years existence! Neoteric address is 1649 Tippecanoe Street, Terre Haute, Indiana, USA 47807-2394.

For further information it is recommended to contact Neoteric via their [email](#), or phone at +1-812-234-1120 or +1-800-285-3761.

**SWEDISH POLICE TAKE DELIVERY OF IH6**



Ivanoff Hovercraft have delivered a cabin version of their IH6 hovercraft for the Swedish Police during March 2026.

**HOVERAID LATEST**



HoverAid have published an article about development of the RR 4B now in operation in Madagascar ‘Faith’ and in particular its use of Breeze Fans. You can find the article [here](#).

It is interesting that the River Rover uses the same blades but reverse pitch and at different root pitch angles for both the impellor and the straightener.

[Fan Systems](#), part of WTT Group now after their purchase of London Fan company are supporters of HoverAid. You may find it difficult to identify the Breeza fan information on the WTT Site. Actually, the manufacture seems now to be outsourced to Vietnam here. You can get to technical data on the fans [here](#), go to the download section for the data.



*Above a rather wet parking spot by one of the Mangoky river communities. Above top, the craft parked at a drier spot. Courtesy HoverAid.*

During February HoverAid team completed three full mission deployments and four-day visits, reaching hundreds of patients who would otherwise have little or no access to medical care.

Each mission week saw around 500 patients treated, with services ranging from general consultations to diagnostic imaging and emergency referrals.

One of February's most significant missions took the team by road/track to Bembarry, a newly added location in the 2026 programme.

This remote village had never previously been reached by the MMC, and the response from the community was immediate. Hundreds of people gathered as the clinic opened, many having walked long distances to receive care.

No news yet of the Hovercraft reach extension to the upper parts of the river. We hope to hear about that later in the year.

## RECRUITMENT

### Griffon Marine

GML have been advertising for a **Head of Griffon Marin Shipyard** looking after both the Portchester and Southampton Facilities during March. The position is responsible for developing GML expertise, economy, and manufacturing projects, both for ACV and Marine Craft. Application has to be via GML site [here](#).

Currently there are a number of other openings at GML, including Production Engineer, Health and Safety Manager, Principal Naval Architect, Accounts Payable Clerk, Project Manager (Support), Graduate Design Engineer, Outfitter, Welder/Fabricator, Scheduler, Marine Electrician, Mechanical Engineer, Marine Electrical Supervisor, Mechanical Engineer Supervisor, Painters, MOD Electrical, Mechanical Engineers and an outfitter, and MOD Composite specialist. All can be accessed [here](#).

### Hovertravel seeking personnel

Hovertravel advertised for a Hovercraft Master at the beginning of March and are currently evaluating 13 applications! The position can be seen [here](#). Really good to see.

### Silverstream Careers

Silverstream have been advertising for and manager for their office in Shanghai on LinkedIn. They have a wide range of opportunities available for careers based in Southampton or London.

Those interested can apply from their internet site [here](#). Due to the number of ships operating or being built with Air Lubrication technology there is now a global spread of activities.

## HOVERCRAFT MUSEUM NEWS



*Above, some Easter eggs 'hiding' close to the cockpit of API-88 Falcon at the Museum. Courtesy The Hovercraft Museum.*

During Easter week from 28<sup>th</sup> March to April 5<sup>th</sup> The Museum will have Easter eggs hidden around the exhibits for children to seek!

The Museum is open on both Saturdays and Sundays from 10am to 4pm through the spring and summer now.

Details and updates can be found on their internet site [THM](#), or on their [Facebook page](#). A view of their souvenir shop and café can be seen [here](#).

There are many updates to THM Internet site now so it is worth a visit online as well!

Key information for visitors include their seaside location at Lee on Solent right at the seafront with the NHTU slipway opposite the entrance. They have over 50 craft on show, a gift shop/café on site, are family friendly.

They have full wheelchair access to hangars & gift shop/café and put on activities for their younger visitors. Dogs are also welcome (with their owners . . .!)

## Clubs and Associations Update

### HCA EVENT 27<sup>TH</sup> SEPTEMBER 2025



SugarCreek EventSept2025

Sugar Creek Cruise — Hoverclub of America (Sept 27, 2025) By Neoteric Hovercraft

On September 27, 2025, hovercraft enthusiasts gathered at Reeder Park in Montezuma, Indiana for the long-awaited Sugar Creek Cruise hosted by the Hoverclub of America.

The day was a perfect blend of nostalgic cruising through covered-bridge country, technical camaraderie, and hands-on demonstrations of lightweight rescue and recreational hovercraft.

Neoteric was proud to attend and hovering their Hovotrek™ Inline Seat 4 Passenger Rescue Model and to demonstrate why Neoteric craft remain a favourite of rescue teams and recreational pilots worldwide. Neoteric's patented reverse-thrust system gives unmatched manoeuvrability for precision work such as pond spraying, rescue access, and tight waterway operations.

Sugar Creek's winding waterway, shallow shoals, and scenic banks make it a perfect venue to show the versatility of hovercraft. The craft's soft surface footprint and ability to transition from water to land without damage make them ideal for conservation-sensitive locations.

Six hovercraft made it all the way upstream to Turkey Run State Park about 45 miles round trip, two craft experienced mechanical difficulties on the return trip, but both were successfully retrieved.

After a midday cruise through the covered-bridge stretch, pilots swapped tips on skirt care, throttle setups, and accessories.

Several craft performed low-speed precision manoeuvres to demonstrate spray and rescue capability.

In the afternoon, the pilots and guests reviewed the day's footage and discussed upcoming events in the Midwest hovercraft calendar.

Below are the individuals who attended at Sugar Creek:

- Chris Fitzgerald-Founder / Chief Executive Officer / Neoteric. Neoteric pilots and staff participated in demos
- Jason Kuehn – Founder and President, Hoverstream LLC (long-time industry figure and Hoverclub of America board involvement). Hoverstream attended and exhibited and Jason was visible in event postings and industry coverage.
- Marquis Songer – active hovercraft community member; listed as Machine Tool Technology Program Chair and educator at Indiana Ivy Tech. Marquis is also a long-time hovercraft enthusiast and contributor to club activities.
- Jianjun Huang attended as an engineer at Neoteric Hovercraft.
- Terry Chapman, HCA
- Larry Weirich, HCA
- Gary and Terry Jensen, HCA
- Dan Heidel, HCA

Thanks to the Hoverclub of America and everyone who made the Sugar Creek Cruise a spirited and enjoyable event. Video from the event on YouTube is [here](#), 5:19.

### HOVERCRAFT CLUB OF QUEENSLAND

The Queensland Hovercraft Club will be heading out to Lake Coolmunda for the weekend of the 4<sup>th</sup> and 5<sup>th</sup> July this year. This isn't a national rally, rather the QLD folks are just inviting in advance to all other states in Australia if you wish to come up and enjoy their entertainment.

They are currently looking at having 15 craft with about 30 - 45 members/family. They do try and put on a few events over the weekend:

- A time trial event, this is over land and water.
- Morning hover cruise
- Pairs of craft among the trees
- ABBQ lunch

If anyone is keen on coming, please contact Lucas Kerr, at Hovercraft in Australia Facebook page, [here!](#) His invitation post was on 26<sup>th</sup> February.



## THE HOVERCRAFT CLUB OF GREAT BRITAIN



### HCGB AGM

The HCGB held its Annual General Meeting and Forum on 7<sup>th</sup> March at the Woodland Grange Hotel Leamington Spa. The Forum is held prior to the formal AGM to allow information to be shared on planned events for the coming year, and presentations by the main committees.

This year there was a focus on the World Championships event from 18<sup>th</sup> to 23<sup>rd</sup> August including both the Formula and Endurance racing now planned.

The AGM itself updated the membership of the committees, and the financial report suggested 2025 was solid for the Club to continue support of the National Racing calendar.

Racing this year will be subject to one change. The season points for all HCGB races will now be calculated cumulatively. This means that the points earned for each race in each formula will be added together to give a total for each team for the season and decide the annual champions.

The main benefits of this are: - This is the same way that the WHF and EHF calculate their overall finishing positions for the season.

Where racers gain equal points at a race meeting, they will now get the same points towards the

championship - Every race will count equally towards the season championship points - Live championship positions can be calculated after each race.

This simpler approach may be more easily understood by visitors to events and make following the racing more interesting as a whole rather than just the leader of a specific race.

### 2026 Race Meetings

Race meeting weekends for 2026 are currently planned as below. In addition to the dates below, effort is still being made to finalise two further events in the summer period over the weekend 20-21 June and the weekend of 4-5 July 2026.

 A poster for the National Hovercraft Championships 2026. The poster features the title 'THE HOVERCRAFT CLUB OF GREAT BRITAIN NATIONAL HOVERCRAFT CHAMPIONSHIPS 2026' at the top. Below the title, there is a list of race meetings with their dates and locations. At the bottom, there is a logo for the '18-23 AUGUST 2026 HOVERCRAFT RACING WORLD CHAMPIONSHIPS' and the website 'www.hovercraft.org.uk' along with the Instagram handle '@hovercraft\_hcgb'.
 

Date	Event Name	Location
02 - 04 MAY	HCGB ALLERTON RACE MEETING	Allerton Park Estate HG5 0SE
23 - 25 MAY	HCGB/EHF Whittlebury Race Meeting	Whittlebury Park NN12 8QH
06 - 07 JUN	HCGB Rother Valley Race Meeting	Sheffield S26 5PQ
18 - 19 JUL	HCGB Gang Warily Race Meeting	Southampton SO45 1GA
18 - 23 AUG	WHF WORLD HOVERCRAFT CHAMPIONSHIPS	Whittlebury Park NN12 8QH whc2026.com
26 - 27 SEP	HCGB SEASON FINALE	Whittlebury Park NN12 8QH

As soon as we get confirmation of these, we will put them in an Events Calendar on the THS site.

### World Championship / Endurance Challenge

The World Championship Event will be run by the HCGB at the Whittlebury Race site close to Silverstone in England. On the first two days endurance challenge events will be run, and the remaining four days will be devoted to the

various formula events. An overview of the course is shown in the image below. The course illustrated is that for the formula races.



### Endurance Challenge

The Endurance Challenge is the new name for the Endurance race which is covered by the regulations in WHF 016 (down loadable from the [WHF web site](#).)

The endurance challenges are planned for the Tuesday and Wednesday before the formula races are held. A simpler course with wider turns that the formula races is planned, with practise sessions in the mornings and racing in the afternoons.

The Endurance Challenge is designed as team event to encourage more people to participate in the sport, so all craft are welcome, racers as well as cruisers. The fastest craft does not necessarily win this type of event; previous winners have included F35 craft. There will be a total of two challenges, run over 2 days with practice in the morning of the first day. Both these challenges will be of two-hour duration run according to the WHF 016 rules.

An area known as the Active Pit Area (APA) will be established for craft repair, refuelling and driver change over. Repairs may only be carried out in this area, but craft that break down out on the circuit can be trailered back for repair losing the lap they are on.

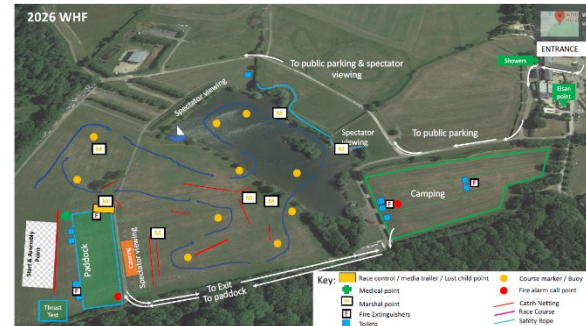
Refuelling during the Challenge is allowed. The Challenges will both have a Le Mans style start. The grid line up will be determined by the lap times for the first event, and the second grid line up by the finishing order of the first.

In addition to the WHF event and run inside the event is the **Performance Index Challenge**. Entry to this Challenge is optional, but the organisers hope it will be taken up in addition to

the main event. The index is designed to identify the 'most efficient craft' based on a balance between the distance travelled with the energy used and the noise emitted. Basically, the energy used is calculated from the craft weight, fuel used and craft speed and distance covered, craft then also being credited for noise level (lowest gets most points).

Being two hours continuous duration, these events will be more attractive to teams rather than individuals. This with the Le Mans start and APA will provide quite a different experience for spectators to the formula events that are more a series of sprints through the day.

The combination of the Endurance challenge and the formula racing in the middle week of August should provide a spectacle not to be missed!



### Demonstration Events

**Stafford Motorsport Show** on Sunday 7th June 2026 at Uttoxeter Racecourse, Staffordshire.

The HCGB are supporting this event and hope to have some craft on exhibition as well as demonstrating in the driving oval.

This is definitely an event for petrolheads. Do look at the video on the event site, click on the heading above for the show site.

The **Helicopter Museum** is planning for a hovercraft Hover-in day on 27<sup>th</sup> June. It is located near Weston-Super-Mare, Somerset, 5 minutes' drive from Junction 21 of the M5 Motorway. Postcode BS24 8PP.

The Helicopter Museum have invited light hovercraft pilots and owners to a 'hover in' for cruising, racing and historic craft of all types on Saturday 27<sup>th</sup> June and are offering free entry for 2 people per craft to the Museum.

There are already some craft that are booked to attend, along with the local hovercraft beach

rescue team, and British Hovercraft Company who will be offering hovercraft experience rides and also organising a cruise on Sunday 28<sup>th</sup>, weather permitting.

The day should be a most interesting visit, both to see the hovercraft in action, and the amazing collection in the museum itself.

Craft owners wishing to participate are requested to contact Ross Floyd, at his email address: [hoversurvey@gmail.com](mailto:hoversurvey@gmail.com).

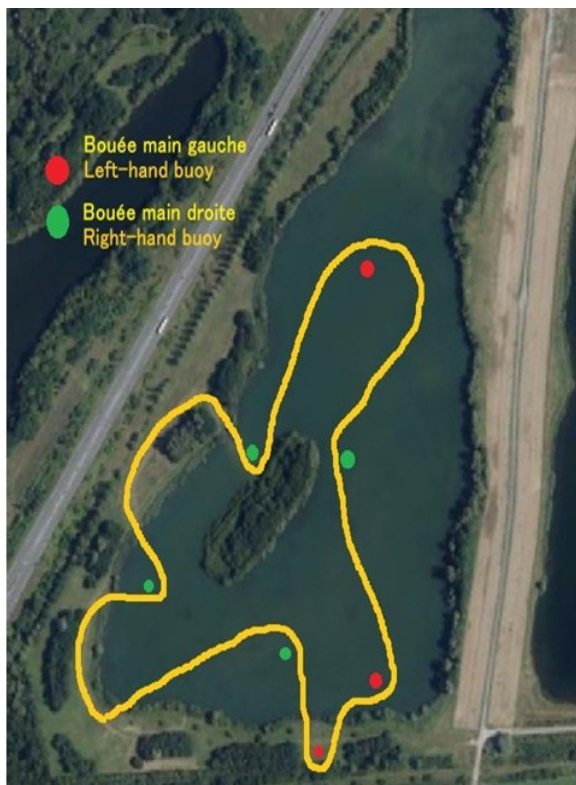
**EUROPE**

**EHF**

Presently the May 23 – 25 event at Whittlebury is planned as the first EHF event of the year.

Further EHF dates have not yet been confirmed.

**France**



*Above the course for Airdeglisse challenge event this year at Lime. Courtesy Airdeglisse.*

On 24-25 July Airdeglisse will be running the fourth edition of its Endurance challenge at Limé. The location is at 206 rue d'Ancy, Limé (02) (intersection of the D1300 and the D14).

Take the road to Courcelles/Vesle then turn left after the railway line.

This event has proved to be very enjoyable in the past for participants – it is a private event. Full details can be found [here](#).

**United States of America**

The following events have been announced:

**Central Florida cruise**, April 10 – 12, details [here](#).

State regulations require the use of a mast or flagpole displaying a flag that is at least 10 feet above the lowest part of the boat. The flag must be square or rectangular, at least 10 inches by 12 inches in size, international orange in color, and displayed so it is visible from any direction.

An example from a previous event is shown below!



**Chilson Pond Races**, June 5-7 details [here](#).

6360 Chilson Road Howell MI, 48843

There is a second event September 18-20, [here](#).



**June Muscodia Hover-in**, June 12-14, details [here](#). Victoria Park Muscodia Wisconsin



**Hudson River Cruise**, July 11-12, details [here](#) Cossackie, New York.



**Hover Rally Reunion – HCA 50 years**

August 6<sup>th</sup> to 9<sup>th</sup>, Fairbanks Park, Terre Haute, Indiana, details [here](#).

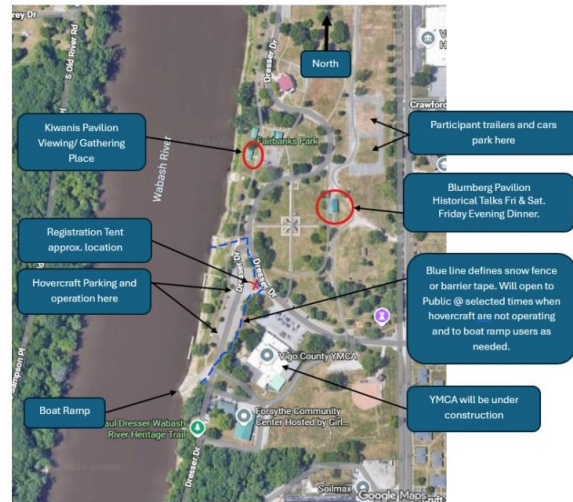
Join for a milestone celebration as the Hoverclub of America marks its 50th Anniversary at the birthplace of their club and the site of the very first Hoverallies (1978–1984)! This year’s Hoverally features a “Family Reunion” theme, welcoming current and past members to reconnect, reminisce, and make new memories.

Enjoy cruising and open operations on the scenic Wabash River, along with fun-filled activities like a Scavenger Hunt or Point-to-Point Challenge. The highlight of the weekend will be a Saturday organized cruise upriver to Clinton (16 miles), capped off with a relaxing box lunch at the destination.

There will also be a series of Tech Talks and Historical Talks at the Hoverally at one of the two pavilions that have been reserved in Fairbanks Park

A layout of the event is shown below. There are a range of hotels in Terre Haute, and HCA have reserved some rooms at two of these. There is

also a convenient camping ground. Full details can be found [here](#). This will be a major event for HCA so if you are in the USA, mark your calendar!



It may be noted that Neoteric Hovercraft, based in Terre Haute will also hold 50<sup>th</sup> Anniversary celebrations over the same period. See page 7 for details.

**Society News**



**THS MEETINGS**

The following THS meetings are currently planned, see table below.

Details of further meetings will be publicised in the events blog once finalised, and in the next NewsNote.

At present all meetings are held on Zoom.

2025	Subject
April 16 <sup>th</sup> 19:30 UKt	Committee Meeting
April 21 <sup>st</sup> 19:30 UKt	School Event Prep Mtg
May 18 <sup>th</sup> 19:30 UKt	School Event Prep Mtg
May 21 <sup>st</sup> 19:30 UKt	Committee Meeting
November 21 <sup>st</sup> 17:00 UKt	AGM and Dinner



*Presentation to Malcolm Cox on his retirement, with the team present. Photo courtesy Griffon Marine*

### **Malcolm Cox Retirement**

At the end of December 2025 Malcolm Cox took retirement from Griffon Marine. Malcolm has spent his whole career working in the ACV industry, initially in Hovercraft Development Limited, then as a consultant for many years, and latterly as a consultant and employee of Griffon Hoverwork and Griffon Marine.

Griffon Marine made a presentation to Malcolm with all of the team, which can be seen in the image above and marked the event with an announcement:

“Griffon Marine today announces the retirement of Malcolm Cox, marking the close of an extraordinary 49-year career dedicated to the design and manufacture of hovercraft skirts.

Malcolm’s expertise has shaped every generation of Griffon Marine craft, and his engineering insight has contributed to hovercraft operating across the globe, from survey and exploration missions in remote environments to defence, border patrol, and vital search-and-rescue operations.

His work has supported fleets on every continent and helped establish the reliability and capability for which Griffon Marine hovercraft are known.

The hovercraft skirt is a deceptively sophisticated component, essential to the craft’s ability to lift, travel, and operate safely across diverse terrains.

Malcolm’s deep understanding of fabric behaviour, airflow, and skirt geometry has enabled Griffon Marine craft to maintain stability, efficiency, and durability in some of the world’s harshest conditions.

His innovations have not only improved performance but have also influenced skirt design standards adopted widely throughout the industry.”

Mark Downer, CEO of Griffon Marine, expressed the company’s gratitude for Malcolm’s exceptional service: *“Malcolm’s contribution to Griffon Marine, and to the global hovercraft industry, is nothing short of remarkable. His knowledge, craftsmanship, and commitment have shaped the performance of our hovercraft for nearly five decades. We thank him wholeheartedly for his dedication and the legacy he leaves behind.”* Mark added that Malcolm’s influence will continue to be felt in every craft that carries his designs into future missions.

The Hovercraft Society extends its best wishes for an active and enjoyable retirement!

**2026 Dinner evening**

It is proposed to hold an annual dinner meeting on Saturday November 21<sup>st</sup> at the Royal Maritime Hotel, Portsmouth. We will hold our AGM at 17:00 and start the dinner at 19:00. This time it will be a formal dinner, followed by a talk/presentation by an invited guest.

**THS Internet site additions**

**Books**

In the public part of our internet site, we have published a blog detailing the three additional books we have reviewed, covering two hovercraft expeditions, and an informal history of light hovercraft development in the Hover Club of Great Britain from 1966 to the present. The blog gives links to the books page, which now has quick links down to each book in the review list.

Go [here](#) to see it.

**Technical Reports**

We have now begun the major task of digitising CACTS Technical Reports and Conferences from the 1980's. The Conferences were jointly

supported by CACTS and THS and follow an intense period of R&D in Canada as well as the UK.

On the Members Library, Conferences Menu page, [here](#), scan down and you will see the Conference on Icebreaking, Cold Weather Operations and special vehicles held in 1989. Conferences are listed in reverse order of date, so newest first.

On the Light Hovercraft Technical Reports menu page, we have a selection of reports on ACV lift, propulsion and design, [here](#).

In the next few weeks of April, you should be able to find a new Members Library Menu page for reports by NRC/CACTS. There will be the CASPAR report series, and a selection of other papers and reports.

Due to their volume, it will take longer to complete and add the conferences. Do keep a check on the visitor news menu item and remember that to see the members library you have to be logged in to the site as a member!

# THE HOVERCRAFT SHOW

@



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Events and craft availability are subject to weather and circumstances.



## Article

### LIGHT HOVERCRAFT CHEMICAL SPRAYER

When buildings and parking lots cover grasslands, rainwater and snowmelt runoff has to be returned to groundwater by constructing retention ponds.

These ponds are constructed in all sizes for example from ¼ to 16 acres and bund walls are made in various ways from riprap, grass, concrete, blacktop or sand. Such ponds need maintenance especially against algae and aquatic growth.

One method of managing these continuous problems is by spraying the ponds with chemicals. On small ponds and lakes chemicals can be applied by spraying from the bank - but for large ponds and lakes water access is needed. So long as some part of the lake or pond bund wall will allow hovercraft access, hovercraft can be used to transport and spray chemicals. Jayme McGuire the owner of Carolina Stormwater Consultants LLC has adopted Light Hovercraft to help solve these problems. You can see Jayme's operation by going to his Facebook page, [here](#).

Carolina Stormwater Consultants are managing 100 private and commercial lakes and ponds. These ponds are regulated and permits issued by the state. All ponds have to be maintained and inspected. Carolina Stormwater holds aquatic spray license for spraying algae and invasive vegetation.

All such bodies of water are constantly plagued with growth. Because the ponds go up and down as the weather changes, this gives the hovercraft sprayer an advantage since the depth of water does not bother them. Only 50% of a pond or lake is treated at one time. Water as shallow as 3 inches is warmer, so algae and aquatic growth is more aggressive.

Many of the Lakes and ponds are inspected by Carolina Stormwater weekly and treated every two weeks. Most of the 100 lakes and ponds are inspected monthly but sometimes quarterly. The biggest problem McGuire explained is trying to access bodies of water when retention pond designers have paid no attention to pond access. So, this is where there is a need for hovercraft.

Deep water is usually the healthiest. Hovercraft as mentioned do not need boat ramps to access these bodies of water and most pond banks in North Carolina are not steep. McGuire said that the ability of the Neoteric Hovercraft that he uses

to reverse and go sideways is a major plus for spraying operations and being able to spin 360 degrees aerates the water and disperses the chemical spray more effectively and quickly. Hovercraft also do not cause damage to banks or pond liners since they generate little wash. In contrast, heavy spray boats push shallow water, which makes it turbid and consequently more difficult to treat. Incidentally as an aside Carolina Stormwater Consultants LLC also stock lakes and ponds with fish.



Neoteric designed and constructed the spray equipment using prior experience with similar applications. Commercially available spray equipment is heavy, rugged and has a high centre of gravity. For this reason, Neoteric designed, developed and manufactured bespoke spray equipment to suit the hovercraft application. A 500lb liquid capacity aluminium water tank sits on the craft's centre of gravity. A small light weight 4 cycle gas powered water pump sucks water from the pond. Valves are operated once the tank is full and the chemical added.

Adjustable spray nozzles on the front of the Hovercraft are controlled through an on-off solenoid valve, and the pump engine throttle is used to change the spray rate. The storage tank can be repositioned if the centre of gravity has to be adjusted.

From piloting experience, the best spray swath width and forward speed determines the deposition rate. According to McGuire, controlling this spraying process comes down to operator skill and experience. Since only 50% of a ponds surface is treated initially the percentage of chemicals is determined by many factors and can be different from pond to pond as well as the

type of vegetation or algae determines what type of herbicide or algaecide is used.

Plant growth density and affected areas must be considered; the size of the pond and its depth lead to deciding if low, medium or high spray rates are needed. Ponds are sprayed every 14 days or longer depending on the chemicals being used. Lastly, reading the rate that water is arriving or leaving a pond and what the weather is doing are all part of the skill needed to successfully manage ponds.

Jaymie McGuire is willing to provide information on his experience to anyone considering the use of hovercraft for similar spraying applications. He can be contacted via Facebook as mentioned above, or his LinkedIn address which is [here](#).

Addressing details are:

Carolina Stormwater Consultants LLC  
248 Weathersbee Drive,  
Hampstead,  
North Carolina 28443,  
USA

Tel: +1 910-619-7584

Email: [jaymie@cscstormwater.com](mailto:jaymie@cscstormwater.com)



Some further information on stormwater management and certification is provided in a YouTube video [here](#).

*Article by Chris Fitzgerald and Jamie McGuire*



*Sabvabaa on site and set up for a survey task*

## Article

### SABVABAA – A HOVERCRAFT IN THE ARCTIC

In 2007 the Blodgett- Hall Foundation bought a Griffon 2000 TDX to support arctic research. The craft was given the name Sabvabaa. "Sabvabaa" is an Inuit (specifically Inuktitut or Inupiaq) word that means **"flows swiftly over it"** or **"quickly floating over"**.

This was the beginning of a two-decade operational life that took it almost to the North Pole, and over Antarctic ice in a series of research programmes sponsored by the University of Bergen (UiB) and Norwegian authorities.

The principal logic behind procurement of the ACV was that it could act as a moveable, compact and inexpensive polar laboratory. It could sit on and move between ice flows and across the ice pack without breaking it up as a ship has to.

The programs completed have shown this to be true. This small laboratory can achieve technical results that in some cases are simply not possible by any other means. The geotechnical knowledge generated by these programs add significantly to our understanding of the Arctic and Antarctic

geoscience. At the very least it can be considered an expansion of the knowledge gained from the more traditional ship-based research programmes!

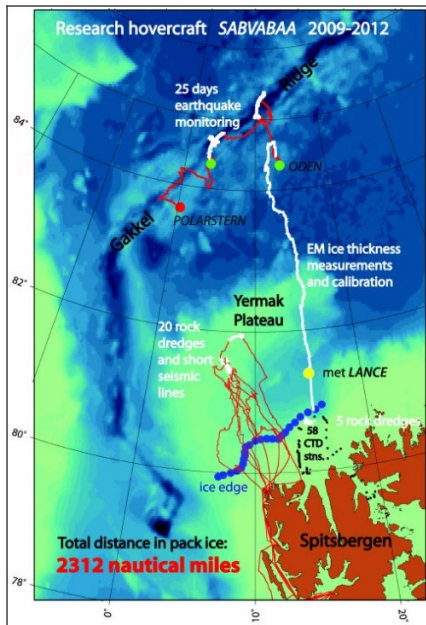
### Craft Build and outfit



The craft was built in Southampton at the Griffon Hoverwork facilities. Initially it was delivered to Bergen where outfitting of the cabin, and manufacture of a range of tools and instruments was constructed by Professor Yngve Kristoffersen and supporting colleagues of the UiB. Proving trials for instrumentation were carried out on the UiB research vessel *Håkon Mosby*. The equipment together with the craft, and additional facilities such as tents became the travelling laboratory as illustrated below.



The craft and equipment were then delivered to Longyearbyen, on Svalbard (Spitzbergen).



**The programme of Surveys**

During 2009/12 the craft drove out across the Yermak Plateau to the north of Svalbard running seismic lines and taking soil samples. They then went up towards the Gakkell Ridge measuring ice

thickness. With the help of icebreakers *Polarstjern* and *Oden* they then made surveys along the Gakkell Ridge including 25 days earthquake monitoring and returned to base at Longyearbyen.

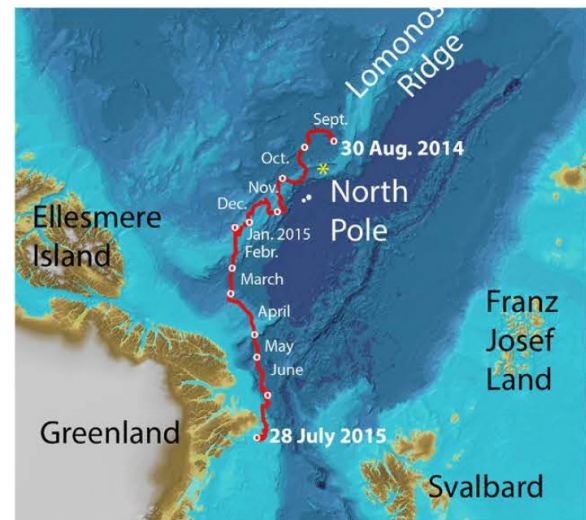
The success of this work encouraged a much more ambitious research plan to follow the ice drift along the Lomonosov ridge further north. This developed into a year long expedition that started in August 2014 and finished a year later.

**FRAM Ice Drift Expedition**

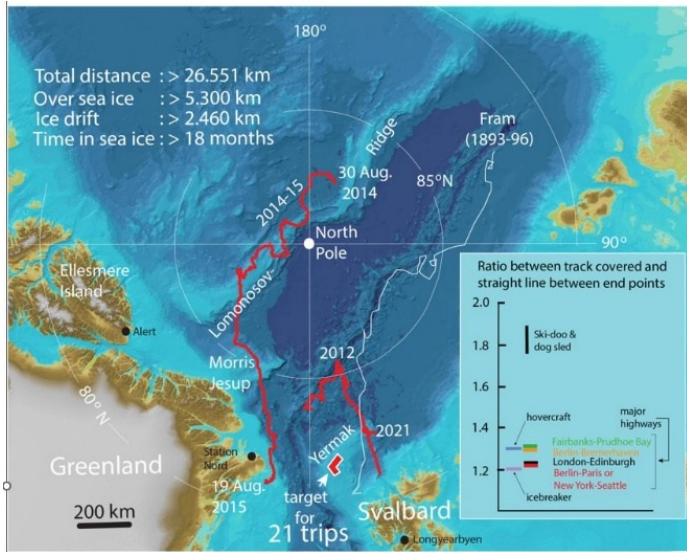
The expedition, named FRAM, included ice thickness measurements, seismic recordings of the seabed, sediment sampling, observation of the marine life and geophysical measurement and analysis. Due to the instability at times of the ice flows, the craft had to be moved, and various times also movements were made for research purposes.

The Track can be seen in the image below. Starting east of the North Pole the craft actually ‘sailed’ past the pole in October 2014!

The journey was supposed to be completed by the craft under its own power when returning to Longyearbyen, but some transmission issues meant that the craft was towed on cushion the final part of the way into base.



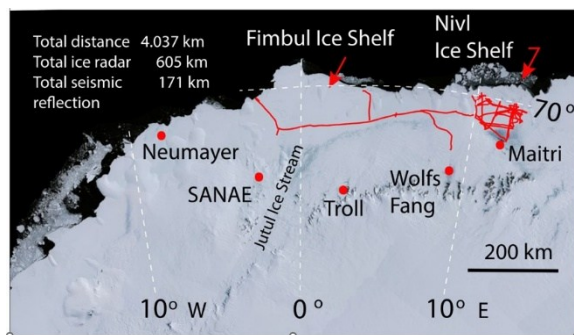
It was some years after the FRAM expedition that the craft was put back into service for more surveys to the north of Svalbard in 2021. These were on the Yermak Plateau just North of Svalbard. This can be seen in the image showing all the Polar expeditions summarised, below.



## 2024 Antarctica

Following the COVID period, in 2022 support was gained to carry out ice thickness surveys in Antarctica. This entailed packing up the craft and instrumentation, delivering first to Cape Town in South Africa, and then transiting to Maitri, inland from the Nivl Ice shelf after a period of maintenance and refurbishment.

The craft arrived in Antarctica in early 2024 and operated to the beginning 2025 as can be seen in the image below. The primary task here was assessment of the ice shelf thickness and condition for Nivl and Fimbul shelves.



Following completion of the Antarctic programme the craft was packed back in a container and delivered back to Norway, this time to Oslo. The craft is planned to form part of a major exhibition of Polar research in the Maritime Museum there. This will take some years to complete. In the meanwhile, we show an artists impression of what the exhibit may look like below.

This article gives an overview of the expeditions carried out but in doing so hardly does justice to the enormous achievement of Professor Yngve Kristoffersen and his colleagues at UiB, together with John K Hall who purchased the craft through the Blodgett-Hall Polar Presence Foundation. Both John and Yngve are highly respected Geophysicists, and indeed enthusiastic hovercraft operators!

There are a number of key videos documenting the work and operational experience which are very helpful to watch so as to understand the challenge that was being met.

We give below links to the most recent article that has been published that fill in a bit more.

The technical documentation following over 15 years of research and data gathering is extensive. We will prepare a suitable reference list to go on a page on the THS Internet site later in 2026 together with a more complete summary to allow more learnings to be gained on Polar Research including hovercraft as an enabler.

### Videos – click on the titles

[Craft in operation 2009, 2:24](#)

[Lecture by John K Hall 2011, 1:15:23](#)

[Highest Arctic – FRAM 2012, 12:46](#)

[2014/15 – FRAM – the big one, 5:11](#)

### Articles

[Oceanography Magazine digital flipbook](#)

This has a summary of the expeditions both Arctic and Antarctic, including inset short videos that are very interesting to watch!

### Technical Internet Site for Sabvabaa

[Sabvabaa Site](#)

### Book

Det Frosne Havets Hemmeligheter

(Secrets of the Frozen Sea)

Yngve Kristoffersen, 150 pp large format

Licentia ForlagSjøgata 37, 8006 Bodø, Norway

ISBN 978-82-8339-082-7, 2018

### Expedition Sponsors:

Nansen Environmental and Remote Sensing Centre, Bergen University, Norwegian Petroleum Directorate, Lundin Norway, Alfred Wegener Institute, Blodgett-Hall Polar Presence.

## Sabvabaa Final resting place – in Oslo



### Article

## Marines Amphibious Landing An Update

Over the last few months there has been considerable development in the studies and strategy for delivery of commando and other forces ashore from amphibious assault ships that may be up to 120 nautical miles offshore. The thinking now seems to be changing to include large area and long duration surveillance and protection as well as the simple delivery of men and equipment for short insertion and retrieval.

This appears to be a focus not only in the UK, but now encompasses Norway, and separately procurements now being made by Australia and USA of medium size Multi Role Support Ships based on the Damen 100 design.

While it is not yet clear whether the Norway and UK projects will involve ACV's, small SES, or hybrids, it is useful to take a look at the mission scope as it is being studied just now. First the announcements for the joint Norwegian-UK programme.

### Joint Norwegian and UK development

The UK and Norway have launched a joint effort to define a new generation of high-speed armed commando craft, intended to support littoral operations in contested environments. A [Request for Information](#) (RFI) from industry signals early market engagement for what could become a £237 million programme.

The Norwegian Defence Materiel Agency (NDMA), in cooperation with the RN's Directorate of Navy Acquisition (DNA), says they plan to explore procuring a Joint Commando Craft (JCC) in partnership. The initiative aims to improve interoperability between the two nations while delivering efficiencies through a common platform. The requirement merges two existing programmes. Norway is seeking to enhance its Coastal Ranger Commando force with improved intelligence, surveillance and reconnaissance vessels, while the UK Commando Force is pursuing a new surface manoeuvre capability as part of its wider transformation. The Royal Marines are looking to replace the legacy LVCP from 2027 with what had initially been called the Commando Insertion Craft (CIC), now succeeded by the JCC.

### Specification

The JCC is envisaged as a relatively small but capable vessel, with a maximum length of 24m, a beam of up to 7.5m and a displacement of around 60 tonnes fully laden. The ideal design would be closer to 20 metres and 40 tonnes, provided seakeeping and payload capacity can be maintained.

Despite its size, the craft must deliver high speed and endurance, operating both offshore and in confined coastal waters. It will be capable of launch and recovery by davit from amphibious shipping and able to land personnel and vehicles directly onto unprepared beaches or rocky shorelines. Crew endurance requirements are significant for a vessel of this size, with the ability to operate for up to seven days without resupply and transport embarked commandos in fighting condition for at least 24 hours.

The platform is expected to accommodate multiple mission systems. This includes at least two to four dedicated operator workstations for controlling sensors, uncrewed systems and weapons, alongside navigation and ship control positions. The vessel must also support a wide communications suite, including HF, VHF/UHF, satellite and tactical data links.

Integration with uncrewed systems is central to the design. The craft will operate a Class 1B Small Tactical Uncrewed Aerial System (STUAS) of up to 150 kg, capable of deck launch

and recovery, as well as tethered drones for persistent surveillance. Additional sensors are expected to include electro-optical/infrared (EO/IR), radar and radio-frequency detection systems.

Survivability features include reduced radar, infrared and acoustic signatures, alongside provision for electronic warfare systems, decoys and counter-uncrewed aerial system defences. A Remote Weapon System (RWS) will provide self-defence against surface and aerial threats, with the ability to engage drones using onboard sensors or a distributed Recognised Air Picture.

Beyond transport, the JCC is designed to act as an integral node within a wider strike network. The vessel will collect, process and transmit targeting data directly to effectors without intermediate handling, reducing latency and the risk of error.

### Action scenarios

One scenario imagines the vessel operating covertly in a coastal archipelago using elevated sensors and uncrewed systems to detect and classify a hostile vessel at long range. Targeting data is generated onboard and passed directly to a firing unit, such as a corvette equipped with the Naval Strike Missile (NSM), enabling rapid engagement.

Following the strike, the JCC uses its own uncrewed systems to conduct battle damage assessment and continues to provide updated targeting information. The platform is therefore not just a passive observer but an active contributor to long-range precision fires. The system architecture must also allow the craft to control network-enabled weapons if required, highlighting its role as part of an integrated kill chain rather than a standalone asset.

A second operational scenario focuses on multi-target littoral operations. Pairs of JCCs deploy from amphibious shipping and transit at speed, potentially sustaining 25 knots in Sea State 3 while fully loaded.

Before inserting forces, the craft deploy uncrewed surface and aerial systems to survey landing sites, identify threats and map terrain. Reconnaissance teams are then inserted using smaller insertion craft, while the JCCs remain offshore to provide command and control, ISR relay and fire support coordination. Once

conditions are set, the craft returns to site with strike teams, including personnel, vehicles or stores, and conducts rapid insertion onto austere shorelines. They then withdraw to provide ongoing support, including targeting data for artillery, missiles or naval gunfire.

The ability to sustain and extract forces is also central, with the craft expected to shuttle between amphibious shipping and the shore while maintaining tempo and situational awareness across the battlespace.

### 3 variants

The programme proposes three variants built around a common hull. The A-variant is configured for ISR missions, with additional accommodation and up to four mission workstations to support persistent surveillance and targeting tasks. The B-variant is optimised for surface manoeuvre, prioritising payload capacity. It can carry combinations such as up to 24 fully equipped personnel, light vehicles or palletised loads of up to six tonnes. The C-variant is a baseline platform without mission systems, intended for training or secondary roles and potentially delivered early as trial vessels.

The RFI is intended to inform feasibility, refine requirements and shape the eventual procurement strategy. Up to 30 vessels are envisaged, with procurement planned between 2026 and 2032. Initial prototypes are expected by 2028, followed by trial units and then increasing production batches through a spiral acquisition model. The total programme budget is estimated at around £237 million over seven years.

Manufacturing will take place in Norway, with final outfitting potentially shared with the UK depending on national decisions. This is another opportunity to help balance industrial workshare following the contract to build 5 Type 26 frigates for Norway in the UK. The JCC reflects the Commando Force's shift towards distributed, networked littoral operations, where small, survivable platforms enable precision strike, persistent ISR and rapid force insertion far forward of larger ships. To derive the real value from the JCC, the Royal Navy will, of course, need to construct the [Multi-Role Strike Ships](#) from which they can be deployed.

The above summary of JCC is from Navy Lookout, [here](#), March 17<sup>th</sup>, with thanks.

### Damen 100 contracts

The kind of vessel to support the above mission already selected by the USN and Australian Navies is a design based on the Damen 100 Vessel shown in image below.

The vessel specification can be seen [here](#), while the procurements are recorded [here](#) and [here](#).

It may be noted that Damen already have a [120m version](#) of this design if greater capacity is required as well as bow and stern ramps.

intelligence gathering has entered the framework, in turn perhaps managed from the mother vessel command centre further offshore.

It may be that experience from Ukraine, and the Black Sea will be influencing this development. The benefit of two nations cooperating on a challenge like this should be considerable. It might be hoped that other NATO allies could join such a team.

The Royal Navy is now rapidly trying to change approach, as evidence by a market engagement notice issued mid-March. It was stated that “*the Royal Navy requires a rapidly procured and*



### Strategy Development

The CRC development seems still to be in a state of development. In 2024 there were reports that a craft with a range of over 300 miles and speed of 25 knots was being looked at for commandos and equipment. An example of a proposal in 2024 was shown in a video report [here](#).

That was a planing craft with a small ‘air step’ towards the stern and used a bow deployed anchor and wheels at the stern to allow it to back onto a beach and haul itself back off.

There have been several phases and proposals, through 2025, including the Griffon Marine air cushion catamaran.

Now the joint specification is looking towards multiple missions rather than simply dash to shore. Remote deployment and management of drones, perhaps a small fleet or squadron, for

*persistent air search capability, suitable for maritime platforms to host on board to detect, track, identify, and report airborne threats,”* including drones, fast jets and cruise missiles. The aim is to “*adopt a System of System Approach; introduce mass via numerous lower-cost sensors on uncrewed assets able to persist in high threat situations*”. This would allow the Royal Navy to extend surveillance coverage and cue higher-end weapon systems. Their aim is to procure “picket systems” that can be deployed for 30 to 90 days autonomously controlled and monitored presumably from a command centre on board warships and other assets.

An article about Project HORUS was issued by UK Defence Journal [here](#) on March 19<sup>th</sup>. The call itself is located [here](#). It was issued on 19<sup>th</sup> March

with a deadline of 31<sup>st</sup> March. The RFI states as follows in its introduction:

*The Royal Navy requires a rapidly procured and persistent air search capability, suitable for maritime platforms to host on board to detect, track, identify, and report airborne threats. This covers UAS, FGA/FBA and cruise missiles. Solutions must provide a high TRL sense capability that operates day & night and in all weathers; integration with a simple and inexpensive host platform; and operates with high autonomy. Flexibility, modularity, robust supply chains, and the ability to field capability at pace are essential to meet emerging threat timelines.*

*The intention is to conduct a rapid market survey through this RFI and if the project is deliverable, selecting credible solutions, contracting and delivering the initial capability within four to six months. Therefore, Project HORUS is focused on mature products with providers that are able to work at pace.*

The aim is for procurement within months, so presumably initial deployment to existing vessels for trials and commissioning.

If this is successful, it would seem logical that this capability would fit well with the first variant of the JCC craft, providing a protective detection network against incoming ariel and perhaps also seaborne threats.

*Article prepared by A Bliault*

## From the Internet

We hope the material below is useful and enjoyable. Click on the links to go to the recordings.

### Videos

#### CCG Videos and info

The first video on icebreaking posted in February this year is from 2009 just before Waban Aki was decommissioned by CCG. The craft was sent back to UK for refurbishment before delivery to Venezuela for service on the Orinoco.

This video (14:11) shows it operating with the two other craft in service then on its last

operation. The captain and crew talk about their fondness for the craft. Its successor after 22 years of service was Mamilosa which is itself still in service in 2026 after 17 years. The video is [here](#).



The S17M Ice Breaker: Shattering 30' Ice to Save the City

The latest on CCG's project for new craft to enter service in a few years was posted as an article by CCG on 17<sup>th</sup> February. The aim is for all four new craft to be in service by 2030. You can view it [here](#).

Two other videos of interest were posted in 2024 by the Go Bold Channel covering the operations in Vancouver area.

The first (19:17) is an interview with the captain of one of the craft, Moytel, that gives a view on the operations and equipment on board the craft.

You can see that [here](#).

The second is about the craft and its operations as a search and rescue vessel. This is a longer video at 34:44, also with much explanation about the craft and its work and a little of it in operation.

You can see that [here](#).

### BBC Lawnmowers Programme



To most people Flymo is probably just a lawnmower. When it came out in the 1980's though it was revolutionary. It was light and had no wheels – it floated on air!

It had no cuttings bag but tended to mulch the cuttings so didn't need one. In Europe it rose to take up to 30% of the lawnmower market at one point.

Things have changed a lot since. In the 1990's electric versions were brought out and the motor-powered versions left behind by Flymo, eventually to be taken on by Husqvarna. Meanwhile presently Flymo have now developed an electric model that also has a grass cuttings box. Quite an achievement as that requires part of

the airflow to go through the box rather than simply under the mower.

While not a great deal of this programme is about Flymo they do cover it fairly. Most of it is about design and manufacture of a motor-powered roller mower for close cropped lawns.

It is worth a view, [here](#) (if you are in UK, on iPlayer).

The current range of Flymo mowers can be seen on their site [here](#).

Husqvarna products can be seen [here](#).

For info Techsec has one of the simple Flymo electric mowers, and a larger Husqvarna GX-560. This last is quite a beast.



*Above, SSC Number 115 on its way to Panama City through the intercoastal waterway from New Orleans. The Gulf coast can be seen in the distance.*

*Photo courtesy Textron Marine and US Navy.*



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