THREE | MARCH 2005 | VOLUME SIX

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SIREMAR RENEWS HYDROFOIL FLEET

LAST FLYING CAT 40m ENTERS SERVICE

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INCAT EVOLUTION 10B WAVEPIERCER ARRIVES IN FRANCE

Incat Evolution 10B wavepiercing catamaran Normandie Express *at Cherbourg on February 21, shortly after arrival on its positioning voyage from Tasmania / JACQUES LEGANGNEUX photo*

A 98m wavepiercing catamaran, *Normandie Express*, arrived at Cherbourg on its delivery voyage from Hobart, Tasmania on February 17. The 900-passenger 267-car vessel, the first Evolution 10B wavepiercer built by Incat Tasmania, in 2000, has been leased from the building yard by Brittany Ferries and is scheduled to enter service later this month on two seasonal routes across the English Channel linking Portsmouth and the Normandy ports of Cherbourg and Caen. These were previously served by P&O Ferries which used a pair of leased Incat 91m wavepiercers last year, but the company decided to withdraw from both at season's end last September.

Brittany Ferries will run *Normandie Express* well into the fall however, until November 10. Trip times are 3 hours for the Cherbourg route and 3 hours 45 minutes for the Caen route. Corresponding crossing times by the company's conventional tonnage, which is run all year, are 4 hours 45 minutes and 5 hours 45 minutes (or 7 hours overnight).

Launched as *Incat Tasmania*, the Evolution 10B originally entered service in New Zealand with Tranz Rail in December 2000 as *The Lynx*. The lease ended in May 2003 and the wavepiercer returned to Incat.

Brittany Ferries will also be operating to Cherbourg out of Poole with Incat 86m wavepiercer *Condor Vitesse*. A joint venture agreement with Condor Ferries, which owns the vessel, this link was introduced in the summer of 2001 and is operated between May and September. Journey time here is 2 hours 15 minutes. ■

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CFF

NEWS AND ARTICLES ABOUT CIVIL HYDROFOILS, HOVERCRAFT & CATAMARANS | EDITOR/PUBLISHER : **TIM TIMOLEON** ALL ARTICLES, LAYOUT & ARTWORK PRODUCTION, EXCEPT WHERE NOTED : **TIM TIMOLEON** | PUBLISHED IN PDF FORMAT | **WWW.CLASSICFASTFERRIES.COM** | SUBMITTALS OF MANUSCRIPTS AND PHOTOS, OLD AND NEW, AND RELEVANT NEWS ITEMS ARE ENCOURAGED! | EMAIL TO : **CFF @ EMAIL.DK** | **COVER PHOTO** : SIREMAR IN SICILY IS EXPECTED TO TAKE DELIVERY OF FOUR RODRIQUEZ FOILMASTER HYDROFOILS DURING 2005. THE FIRST, *TIZIANO*, HOWEVER ENTERED SERVICE WITH THE COMAPNY IN 1994 */ ENZO ANNUARIO photo*

NORWEGIAN CARBON FIBRE CATAMARAN TO BE EVALUATED IN SWEDEN

Fast ferries of carbon fibre sandwich construct are in vogue in Norway – and maybe soon also in Sweden. Brødrene Aa 20m catamaran Rygerfjord *entered service in the Stavanger area with Rødne & Sønner last year and will be transferred to Gothenburg this month /TERJE MOEN photo*

A 20m carbon fibre composite catamaran built last year by Brødrene Aa in Hyen, Norway is to be transferred to the Swedish west coast later this month to carry out trial services in the Gothenburg archipelago.

The vessel, *Rygerfjord*, is owned by Norwegian company L Rødne & Sønner which introduced it on routes in the Stavanger area in May 2004. It has been leased for one month by the municipality of Öckerö, Västtrafik and Styrsöbolaget in order to evaluate the pros and cons of introducing this type of fast ferry on commuter routes between the islands and to/from central Gothenburg.

The 97-seat catamaran will leave Stavanger for Gothenburg on March 14 and is expected to enter service five days later. Two crew from Rødne will accompany *Rygerfjord* in Sweden to train and support the Swedish crews and to service the vessel.

Styrsöbolaget expects to operate *Rygerfjord* at just under 30 knots, cutting travel time between, for instance, the island of Öckerö and the city to 30–40 minutes as compared to about one hour by car during rush hours. However, the speed is subject to approval by the port authority in Gothenburg depending on the wash generated by the catamaran.

If tests are successful and financing falls into place, Styrsöbolaget considers replacing one of its conventional boats with a catamaran similar to *Rygerfjord*, however, this probably would be a somewhat larger version able to carry more passengers. The yard can deliver catamarans of this type ranging from 18m to 25m in length.

Rygerfjord is the second catamaran built entirely in carbon fibre and vinylester sandwich composite by Brødrene Aa for Rødne. A smaller variant entered service in 2003. The hull lines on both craft were developed by SINTEF Marintek and the superstructures were designed by Hareide Design Mill. The use of carbon fibre for both hull and superstructure has resulted in a weight reduction by approximately 40% as compared to other building materials.

The main engines in *Rygerfjord* are a pair of MAN D2842 LE410 diesels rated at 749 kW at 2,100 rpm, driving Servogear VD 805B controllable pitch propellers. In addition, the vessel is equipped with a bow thruster improving manouverability at the berth and a hydraulically operated ramp controlled from the bridge ensuring quick and safe passenger exchange.

Two more carbon fibre catamarans, a 22.5m ordered by Troms Fylkes D/S and an 18.5m by Fjordservice, are currently under construction at Brødrene Aa. The basic structure of another 18.5m was delivered by the yard and transferred to Vestplast for completion in mid-February and will enter service with Cruise Service, based in Langevåg near Ålesund, in May.

Brødrene Aa and partner Devold AMT are among the nominees at the JEC Composites Awards 2005, which is held in Paris in April. ■

LEFT: *An 18.5m semi-manufactured version was delivered by Brødrene Aa to Vestplast for outfitting on February 17 /BRØDRENE AA photo*

FLYINGCAT 46 CATAMARANS DELIVERED TO TFDS

FlyingCat 46 catamarans Fjorddronningen *and* Fjordkongen *on pre-delivery trials in Hardanger last month / FJELLSTRAND photo*

The two Fjellstrand FlyingCat 46 catamarans ordered by Norwegian operator Troms Fylkes D/S in January last year were delivered on February 26. The vessels, *Fjorddronningen* and *Fjordkongen*, left the yard at Omastrand near Bergen on their delivery trip on Saturday morning and arrived in Tromsø, in northern Norway, on Sunday 27th having spent the night in Kristiansund.

The catamarans will be officially named on March 5, and are expected to enter service in the middle of this month between Tromsø, Finnsnes and Harstad, replacing a Flying Cat 40m and Båtservice SeaLord 38 catamaran. Having carried the same names as the new vessels, these were recently renamed *Tromsprinsen* and *Fjorddronningen II*.

The FlyingCat 46s have a length overall of 45.2m and beam of 11.2m. The main engines are four MTU 12V 4000 M70 diesels, driving four Kamewa 56 SII waterjets. Classification is Det Norske Veritas *1A1–HSLC–Passenger R3-NOR-E0 and safety regulation HSC craft Category A.

Identically laid-out, *Fjorddronningen* and *Fjordkongen* carry up to 350 passengers on two levels. There are 190 Eknes Transit 7000 seats in tourist class on the main deck and another 96 aft on the upper deck, above which is a large skylight. In addition there is room for 4 wheelchairs, two on each deck. The business class saloon forward on upper deck is fitted out with 44 Eknes Transit Premier 1500 seats, adjacent to this is a conference room for 16 persons. There is a centrally located kiosk/café, a children's play room

BELOW: Fjordkongen *alongside at Tromsø on March 1 / LARS KILLINGBERG photo*

to starboard and four washrooms aft in the main deck saloon. On the upper deck is a self-service counter forward and a washroom in business class, with an additional three toilets in tourist class. Both decks feature extra-large panoramic windows forward which offer an excellent view and give the interior a light and roomy feel.

Passengers embark / disembark via a lobby aft on the main deck, which holds luggage racks, a space for pet cages and two small offices.

The prototype FlyingCat 46 (or FlyingCat 45 as it was initially known), *Flying Viking*, was completed by Fjellstrand in June 2002 and leased to German operator Förde Reederei Seetouristik for its Hamburg–Helgoland service for three months. It has since been sold to Larivera Lines in Italy which operates the catamaran on seasonal cross-Adriatic services between various ports in Italy and Croatia.

Currently under construction at the yard is another FlyingCat 46 for Compagnie Yeu on France's west coast, scheduled for delivery in September. ■

ABOVE: *Norwegian seat manufacturer Eknes has delivered the 286 Transit 7000 and 60 Transit Premier 1500 chairs in tourist and business class respectively on TFDS's'* Fjorddronningen *and* Fjordkongen */FJELLSTRAND photo*

BELOW: *FlyingCat 46* Fjorddronningen *passing Røyra, Herøy on the delivery trip from Omastrand (Bergen) to Tromsø on February 26 /DANIEL HÅHEIM photo*

SNAV INTRODUCES MARINTEKNIK 50m MONOHULL

LEONARDO LELLA photo

This 2.5m model was done by Francesco Russo of Blu Modelli Navali in Napoli for Italian operator SNAV and exhibited at the recent Bit di Milano tourism show in Milan.

The real thing is a 50m monohull built by Marinteknik Shipbuilders in Singapore and is scheduled to arrive in Italy later this month. Named *Snav Orion*, the 700-passenger 38-knot vessel will initially enter service in the Bay of Naples between Napoli and Capri and later on a much longer route linking Napoli and the Eolie Islands.

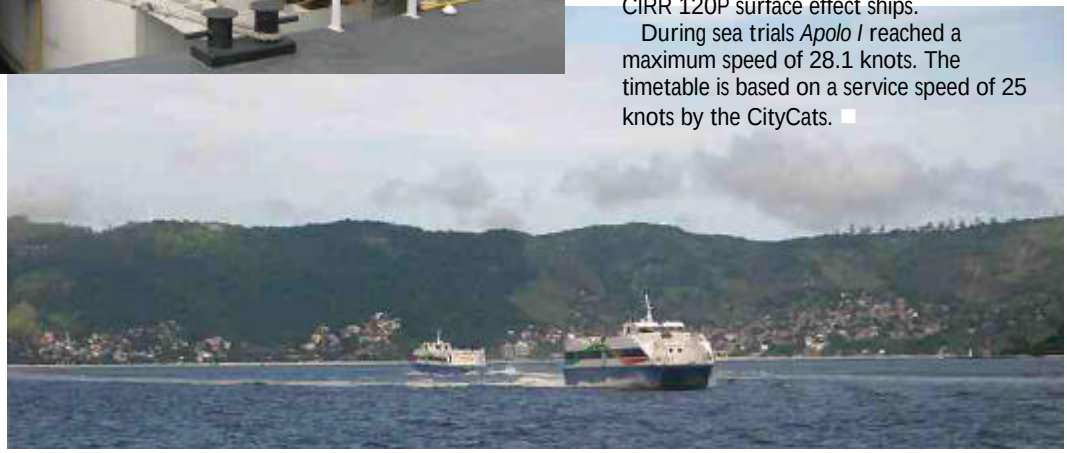
While monohulls are not new with Napoli operators, this is the first such to enter service with SNAV. Alilauro currently has four monohulls and one on order (plus three 24-knot monohulls), and NLG operates eight, one of which is a 45m version of *Snav Orion* from the same builder. More details in the next *CFF*. ■

SECOND CITYCAT 29 ENTERS SERVICE IN BRAZIL

The second of three 230-seat CityCat 29 catamarans ordered by Brazilian operator Barcas, *Apolo I*, was delivered by Rodriquez Cantieri Navali do Brasil in Niterói on January 24. It has since entered service alongside the first, *Zeus I*, delivered in December, on the operator's new 15-minute Rio de Janeiro–Charitas route (*see the January 2005* CFF).

A spectacular spacecraft-inspired terminal, projected by Oscar Niemeyer, was constructed on the beach at Charitas, which is also being used by the company's two CIRR 120P surface effect ships.

During sea trials *Apolo I* reached a maximum speed of 28.1 knots. The timetable is based on a service speed of 25 knots by the CityCats. ■



CityCat 29s Zeus I *and* Apolo I *are operated by Barcas on a 15-minute crossing of the Bay of Guanabara between Rio de Janeiro and Charitas / RODRIQUEZ CANTIERI NAVALI photo, both*

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2 + 1 INSTEAD OF 3

The Rodriquez TMV 50 monohull is a larger version of the one ordered by Alilauro. Vesuvio Jet *entered service in the Bay of Naples with NLG in 2003 / LEONARDO LELLA photo*

Alilauro in Napoli has modified its order placed with Rodriquez in October 2003 for three CityCat 40 catamarans to comprise two CityCats and one TMV 42 monohull.

The first catamaran, *Maria Celeste Lauro*, entered service in the Bay of Naples in December and the second, *Maria Sole Lauro*, is due for delivery next month. The TMV 42 is planned to join the other monohulls, catamarans and hydrofoils operated by Alilauro at the end of the year. It is however the first Italian built fast monohull ordered by the company.

Rodriquez has previously built eight passenger-only monohulls of the larger TMV 47 and TMV 50 designs, all but one for domestic operators. Four of each, the TMV 47s, formerly designated Monostab, were delivered during 1992–98 to Adriatica di Navigazione, Saremar and Croatian operator Atlas, and the TMV 50s in 1999 and 2003 to Ferrovie dello Stato (3) for its cross-Straits of Messina service and Navigazione Libera del Golfo (1) in the Bay of Naples.

The CityCat 40 for Bahamas Ferries, which was also ordered in the last quarter of 2003, is likewise nearing completion and is expected to be shipped to Nassau later in the spring. ■

RODRIQUEZ DELIVERS FIRST OF SIX NEW FOILMASTER HYDROFOILS TO TIRRENIA

Rodriquez Cantieri Navali in Messina delivered Foilmaster *Antioco* to Siremar at the end on February. This is the second Foilmaster hydrofoil ordered by the Sicilian operator, the first, *Tiziano*, having entered service almost eleven years ago, in July 1994. However, since then four more Foilmasters have been completed, all of which for Ustica Lines, also in Sicily.

Another three are scheduled for delivery to Siremar in the second half of 2005 with a fourth to follow in February 2006, plus one to Caremar in Napoli next month. Siremar and Caremar are part of the Tirrenia group.

Antioco has a length overall of 31.20m, moulded breadth of 6.78m and maximum width across the foils of 14.07m. Draft is 6.23m in hullborne and 3.98m in foilborne mode at full load. Its main engines are two MTU 16V 396 TE 74L diesels, each rated at 2,000kW at 2,000 rpm. Normal cruising speed is 36 knots.

A total of 238 passengers can be carried in the four saloons; 51 forward and 65 aft on the main (or belvedere) deck and 57 and 65 respectively on the lower deck.

There are two luggage racks to port and starboard and two washrooms amidships in the lobby on the main deck and another washroom in the aft saloon. Additional luggage space is available outside on the aft deck. The saloons on the lower level each holds a washroom.

The fin located at the rear above the belvedere saloon which was originally part of the Foilmaster design and featured on the first two craft has not returned on *Antioco*. While aesthetically giving the lines of the Foilmaster the finishing touch, practically this might interfere with the small crane now mounted to port on top of the superstructure and which is used for launching the rescue boat likewise placed here. ■

The use of the characteristic fin on Tiziano *was not repeated on* Antioco
/ ENZO ANNUARIO photo

Antioco *was delivered to Siremar last month*
/ RODRIQUEZ CANTIERI NAVALI photo

BELOW: *PT.50* Pisanello *and RHS 160F* Masaccio *approaching and reversing from the berth in Lipari. Siremar's first hydrofoil,* Pisanello *is since long retired but still exists.* **BOTTOM:** *PT.20* Pinturicchio *entered service in 1968 and was also withdrawn several years ago / TIM TIMOLEON photo, both*

Siremar
Streamlining in Sicily

At the end of February Siremar, or Sicilia Regionale Marittima, took delivery of its second Foilmaster hydrofoil, *Antioco*, from Rodriquez in Messina. The first, *Tiziano*, entered service with the operator almost eleven years ago, in July 1994. This was also the first of the type built. Aside from *Antioco*, four more Foilmasters have since been completed, all of which for Ustica Lines, in 1996, 1998, 2002 and 2003, with another seven being either under construction or on order. Five of these were ordered by the Tirrenia Group and will enter service with Siremar and Caremar over the next twelve months, and the remaining two by Ustica Lines. In addition, Ustica Lines holds an option for yet another four Foilmasters.

CONTINUED ON PAGE 10

Hydrofoils have been closely associated with Siremar from day one. The current fleet renewal program including five Foilmasters secures this position, not just for the operator but also for Rodriquez as a hydrofoil builder

MAIN PHOTO: Giorgione *is one of three RHS 160F hydrofoils operated by Siremar / NICK PATRICK photo*

BOTTOM LEFT: *RHS 160 Botticelli entered service in 1980, along with its twin mate* Donatello. *The Siremar roster now counts four of the type, having taken over the pair of RHS 160s from Caremar / ANTONIO DONATO photo*

BOTTOM RIGHT: *RHS 160F* Mantegna *was delivered in 1988 / RODRIQUEZ CANTIERE NAVALE photo*

RHS 140 Albireo*, seen here in Messina earlier this year, was originally delivered to Caremar in the Bay of Naples... / ENZO ANNUARIO photo*

CONT'D FROM PAGE 8

Five state-owned operators are under the Tirrenia parent umbrella; Toremar in Tuscany, Caremar in the Bay of Naples, Saremar in Sardinia, Siremar in Sicily and Adriatica di Navigazione based in Venice. All but Saremar operate hydrofoils, and together these four companies currently possess a total of 16 operational hydrofoils of four different designs built between 1975 and 2005.

Antioco is the 14th hydrofoil built by Rodriquez to become part of the Siremar fleet. Which is bending the truth somewhat. Seven of these were actually ordered for operation with the operator, five have been taken over from associate companies Caremar and Toremar and another from Adriatica which was not part of Tirrenia at the time, and one was originally delivered to a company outside Italy. In addition hydrofoils leased from SNAV have been used a couple of times.

The one originally built for a foreign customer was also Siremar's first hydrofoil. A PT.50, this was delivered to Jadrolinija in Yugoslavia in 1961 as *Vihor* and acquired by Siremar, or SAS as the company was then known, in 1967 and renamed *Pisanello*.

The PT.50 was joined in 1968 by a smaller PT.20, *Pinturicchio*. Seating only 69 passengers, this was introduced on the short routes between Trapani in north-western Sicily and the Egadi Islands of Levanzo, Favignana and Marettimo. Both vessels are since long withdrawn, but the PT.50 at least still exists and is sitting in the Siremar maintenance yard at Trapani.

Not one but two new hydrofoils were added in 1980. These were of the RHS 160 type, two of which had also been delivered to Caremar in 1978 and 1979. The 82-ton RHS 160 had first appeared in 1974 and contrary to the earlier designs featured a W rather than V-foil forward

... as was RHS 160 Algol*, pictured here in Palermo in June 2003. / LARS HELGE ISDAHL photo*

and also a spacious main deck saloon. The Siremar vessels, *Botticelli* and *Donatello*, thus seated 184 passengers.

The next craft to be delivered to Siremar likewise traveled in pairs as two 225-seat RHS 160F hydrofoils, *Masaccio* and *Mantegna*, entered service in 1988. A third, *Giorgione*, joined in the following year. Prior to this however an RHS 140, *Fabricia*, had been transferred from Toremar to Siremar in 1987 and renamed *Duccio*. Originally delivered in 1977, the RHS 140 was no longer needed as Toremar took delivery of an RHS 160F.

In 1992 a PT.50 was acquired from Adriatica di Navigazione, which at the time had yet to be absorbed into the Tirrenia group. Delivered to AdN in 1964, this, *Nibbio*, had become surplus to requirement with the arrival in 1992 of two Rodriquez 47m Monostab foil assisted monohulls.

Siremar's first Foilmaster, Tiziano*, was also the first built by Rodriquez, in 1994. Compare this picture with the one of the new* Antioco *on page 7 / RODRIQUEZ CANTIERI NAVALI photo*

Renamed *Giotto* the PT.50 would prove a short acquaintance with Siremar however as the hydrofoil was damaged during a storm the follwoing year and subsequently written off.

In more recent years another RHS 140, *Albireo*, and two RHS 160s, *Algol* and *Alioth*, have been transferred to Siremar's extensive route network in Sicily. All three of these originally entered service in the Bay of Naples and Thyrrenian Sea with Caremar, in 1977 and 1978–79.

It is probably safe to assume that within the next twelve or so months as more new Foilmasters are delivered severeal of the RHS 140 and RHS 160 classics will disappear from the Siremar roster. This will streamline the hydrofoil fleet, not just visually to the casual observer but more importantly so for Siremar from an operating and maintenance point of view.

The current Siremar fleet counts also eight conventional ferries plus two high-speed vehicle monohulls; a di Poli 95m and Rodriquez TMV 70 Aquastrada, both of which were delivered in 1999.

The hydrofoils are operated between Trapani and the Egadi Islands, Palermo and Ustica and from Milazzo in north-eastern Sicily to the Eolie Islands of Vulcano, Salina, Lipari, Filicudi, Alicudi, Panarea and Stromboli. This summer a fast ferry will also be running alongside Siremar's conventional service between Mazara del Vallo, in western Siciliy, and the island of Pantelleria. ■

RHS 140 Duccio *sitting in the Siremar maintenance yard in Trapani in October 2003. The 1977-built vessel was last observed operating in February this year / NICK PATRICK photo*

A French cat with a North American touch

The last Fjellstrand Flying Cat 40m catamaran enters service in Saint-Pierre & Miquelon

With 2004 coming to a close, so did the production of the Fjellstrand Flying Cat 40m catamaran design.

The first, *Kommandøren*, was delivered by Kværner Fjellstrand, as the Omastrand yard was then known, to Norwegian operator Fylkesbaatane i Sogn og Fjordane in March 1990, and the last, *Atlantic Jet*, was completed in December 2004 and shipped to SPM Express in the French territory of Saint Pierre & Miquelon off the south coast of Newfoundland, Canada in January.

The Flying Cat 40m had been in production for fifteen years, the longest of any Fjellstrand design to date, and although by far most of the units were of the standard twin-deck design, single-deck and low versions were also delivered. The predecessors to the Flying Cat 40m, the 31.5m and 38.8m designs, were built between 1981–85 and 1985–1991 at a total number of 13 and 33 respectively.

Also in 1990 Kværner Fjellstrand formed a Singapore subsidiary and commenced building a yard in Jurong. Catering for mainly the Asian market, the first Flying Cat 40m from this yard was delivered to a Malaysian operator in March 1992.

In 2000 the Kværner Fjellstrand Singapore yard was acquired by the Dutch Damen Shipyards Group, which continued building the 40m catamaran, along

TOP: *The last Fjellstrand Flying Cat 40m built,* Atlantic Jet, *being unloaded in Saint Pierre on February 1 / GUSTAVE DAGORT photo*

RIGHT: *The first of the popular design,* Kommandøren, *entered service with FSF in Norway fifteen years ago / MATT DAVIES photo*

with others, to the KF design. Earlier that same year as part of its decision to step down from ship-building activities, Kværner sold the original Norwegian business Kværner Fjellstrand to a consortium comprising the management of the company and local investors, by which the company reverted to more or less its former name, Fjellstrand.

Nearly sixty Flying Cat 40m catamarans were built, 35 of which at the Singapore yard. In a couple of instances the basic structures were built in Singapore and shipped to Norway for completion. The last unit built by KFS was delivered to a Sri Lanka operator in April 2000.

From 1996 onwards the Kværner Fjellstrand / Fjellstrand yards in both Norway and Singapore have also delivered a number of larger vehicle-carrying catamarans as well as smaller passenger-only designs ranging between 34m and 60m. In addition three FoilCat foil-assisted catamarans were built, a 40m prototype in 1991 which has since been rebuilt into a non-standard Flying Cat 40m Wide Body, and two 35m vessels in 1995.

The current Fjellstrand high-speed catamaran program comprises the passenger FlyingCat 30, FlyingCat 40, FlyingCat 46 and FlyingCat 52 and passenger / vehicle JumboCat 60. In addition two larger designs are being offered, the JumboCat 70 and JumboCat 150 able to carry up to 700 passengers and 80 cars and 900 passengers and 150 cars respectively.

SPM Express operates Atlantic Jet *between the islands of Saint-Pierre and Miquelon, and from April 1 also to Fortune in Newfoundland, Canada / GUSTAVE DAGORT photo, both*

SPM Express

The hull of *Atlantic Jet* was manufactured by KFS and had been sitting in the Norwegian yard for some time when ordered by SPM Express. It was shipped from Omastrand on January 23 as deck cargo and arrived in Saint Pierre on February 1.

The catamaran is powered by a pair of MTU 16V 396 TE74L diesels, rated at 2,000 kW, and Kamewa 63 SII waterjets. Also fitted is the Fjell-strand Motion Dampening System ride control system including a T-foil mounted forward on each hull. Service speed is 32 knots.

264 passengers can be carried on the two decks, there are 162 seats in the main deck saloon and 102 seats in the saloon on upper deck, either in rows or grouped around tables. There is a kiosk amidships in the main deck saloon selling hot and cold drinks, snacks, ice-cream, souvenirs and duty free goods. Forward of the stairs to upper deck is a small sick bay including a foldable bed, pharmaceutical chest, two companion seats and a privacy curtain. Aft on the main deck are racks and lockers for luggage and three washrooms. On the upper deck there is a crew restroom to port and a small office to starboard behind the wheelhouse, plus four washrooms aft, one of which for the crew.

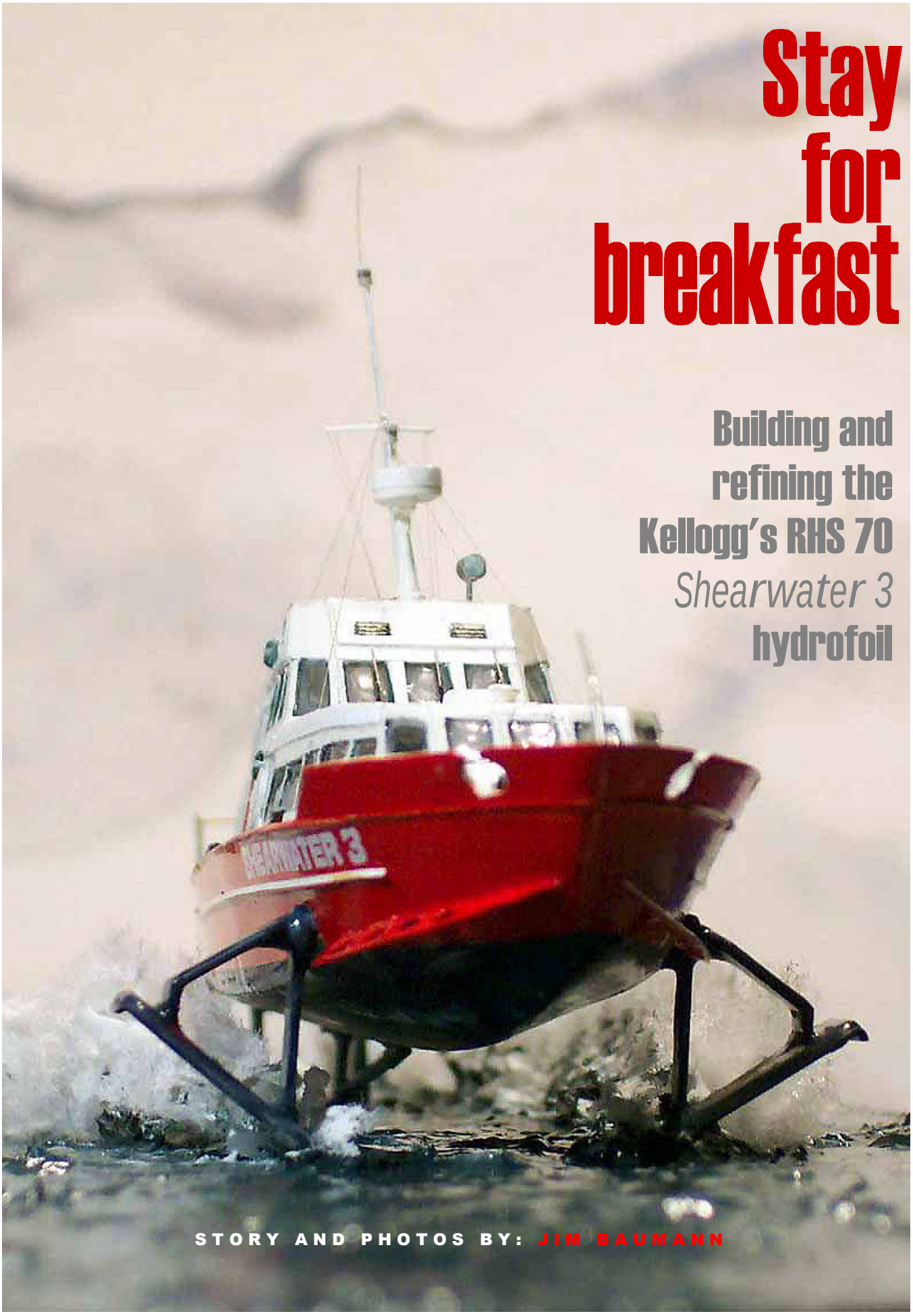
Atlantic Jet operates one round trip between the islands of Saint Pierre and Miquelon on Tuesday, Friday and Sunday, leaving Saint Pierre at 0800 and returning from Miquelon in the evening at 1900. Trip time is 50–55 minutes.

In addition the catamaran will be introduced on an international seasonal service between Fortune in Newfoundland, Canada and Saint Pierre starting next month. During the shoulder periods April 1–July 3 and from September 5 to the end of September this will operate on Friday and Sunday only and daily during the peak season in July and August. Trip time here is also 55 minutes. One way adult Fortune–Saint Pierre is $58 (Canadian) and $85 return, children aged 2–11 are half price.

With the arrival of *Atlantic Jet* a 38.5m monohull built in France that was previously operated by the company has been put on the market. ■

Stay for breakfast

Building and refining the Kellogg's RHS 70 *Shearwater 3* hydrofoil



STORY AND PHOTOS BY: JIM BAUMANN

Living near Southampton I have traveled on the 'foils back and forth to Cowes to go sailboat racing and admired their spectacular stance whilst afloat, heard their engines throb late on quiet nights, sworn and gesticulated at them when they roared past within 20 feet – shaking the little breeze I had out of my sails while becalmed. Yet I was very sad to see the last hydrofoil leave the Solent. The catamarans whilst magnificent have not that vital factor that inspires passion to mechanical things.

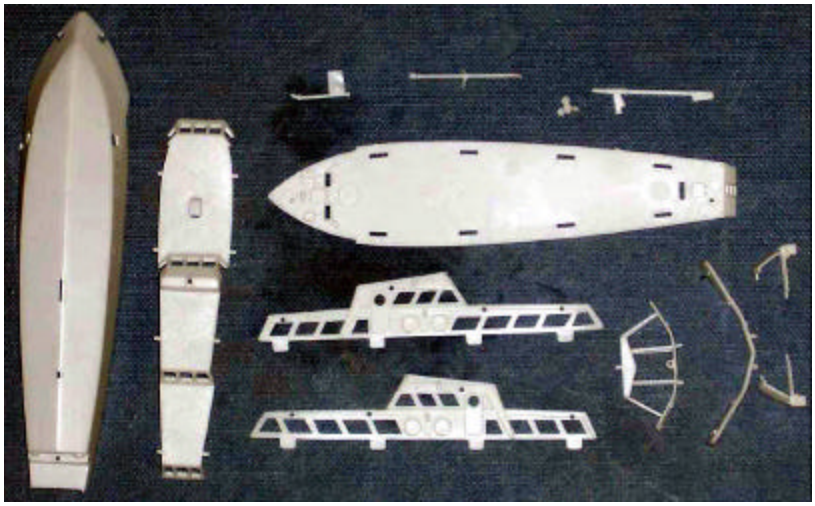
HYDROFOIL.... The very term is exciting and exotic! The idea of making a conventional watercraft travel faster by reducing its wetted area is not new. Over the last 70 years there have been many different types of hydrofoils in the civilian sphere, ranging from early test craft and speedboat size to giant Russian gas turbine monsters capable of over 65 knots. In a military application the USA , Canada, USSR and Italy were the main users.

The heyday of the commercial hydrofoil lasted from the late 1950s through to the mid-80s, when the new generation of high speed water jet propelled catamarans and, soon, wavepiercers started to displace both hovercraft and hydrofoils from hitherto unchallenged short haul high speed ferry routes. The catamarans have a far greater payload, higher sea state operating window for a pro-rata equivalent operating cost.

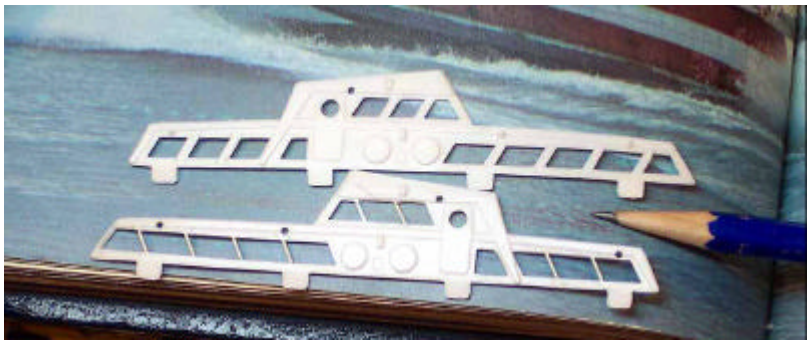
Building the model

The model of *Shearwater 3* that I am presenting here was a part of the fleet of six hydrofoils operated by Red Funnel Ferries on the busy Southampton to Cowes, Isle of Wight route – a trip of around 12 nautical miles taking around twenty minutes and which was achieved on a regular half hourly schedule throughout the year – from 1968 to 1999.

Red Funnel placed the order for the first RHS 70, *Shearwater 3*, with Rodriquez in 1971. Followed by *Shearwater 4*, *Shearwater 5* and *Shearwater 6* in 1973–82 they performed a sterling service, running in latter years at a mere 20 minute intervals. *Shearwater 3* and *4* were sold in Greece in 1993, with *Shearwater 5* and *6* continuing alongside the operator's *Red Jet* catamarans, built locally by FBM Marine, until laid up in 1999. They eventually left the Solent in 2002 having been sold in Thailand.



"Hydrofoils are extremely fascinating machines. They and hovercraft have captured my attention for some time now"



Basis of this model was the 1/144 scale push fit injection molded plastic kit issued with Kellogg's breakfast cereals in the mid 1970s. In return for 5 box lids and a few old pennies you were sent this exciting kit in a very somber brown box; presentation has come a long way!

The kit is very basic, simplified and a bit chunky around the edges, yet it is evidently based on accurate source material, having measured the real thing it scaled out almost perfectly! A brief drypush-together showed where improvements could be made *(see page 15)*.

The window frames were far to thick and would have to be replaced with thin styrene strip. I marked out their positions, cut away and in-filled using Evergreen strip and filed away at the bridge windows. The forward triangular windows were openers, so I made round corners and thickened the lower edge. The window glazing was carried out using thinned white glue.

The hull was very fair and smooth, alas photos showed there to be a coaming strip as well as a sprayrail forward. These were fabricated from two different sizes of brass wire and added.

One of the major features were the fiberglass life raft canisters. These were scratchbuilt using styrene tube and the spherical ends of dressmaking pins. The characteristic ridges were made of styrene strip wrapped around tube, taped and dipped into boiling water for a moment. When cool, the spiral was cut in half along its length and added to the base assembly, this was finished off with black vinyl tape.

Another distinct feature were the large aerated spray deflectors at the bow. PE would have been perfect but I made a paper pattern for the complex double curvature of the hull, clamped two pieces of styrene together, drilled and filed out the apertures, added the angled bollards of scrap styrene rod, the lifting eyes from adapted scrap PE, the stainless steel

handrails were soldered up of steel piano wire, added vents and hatches etc.

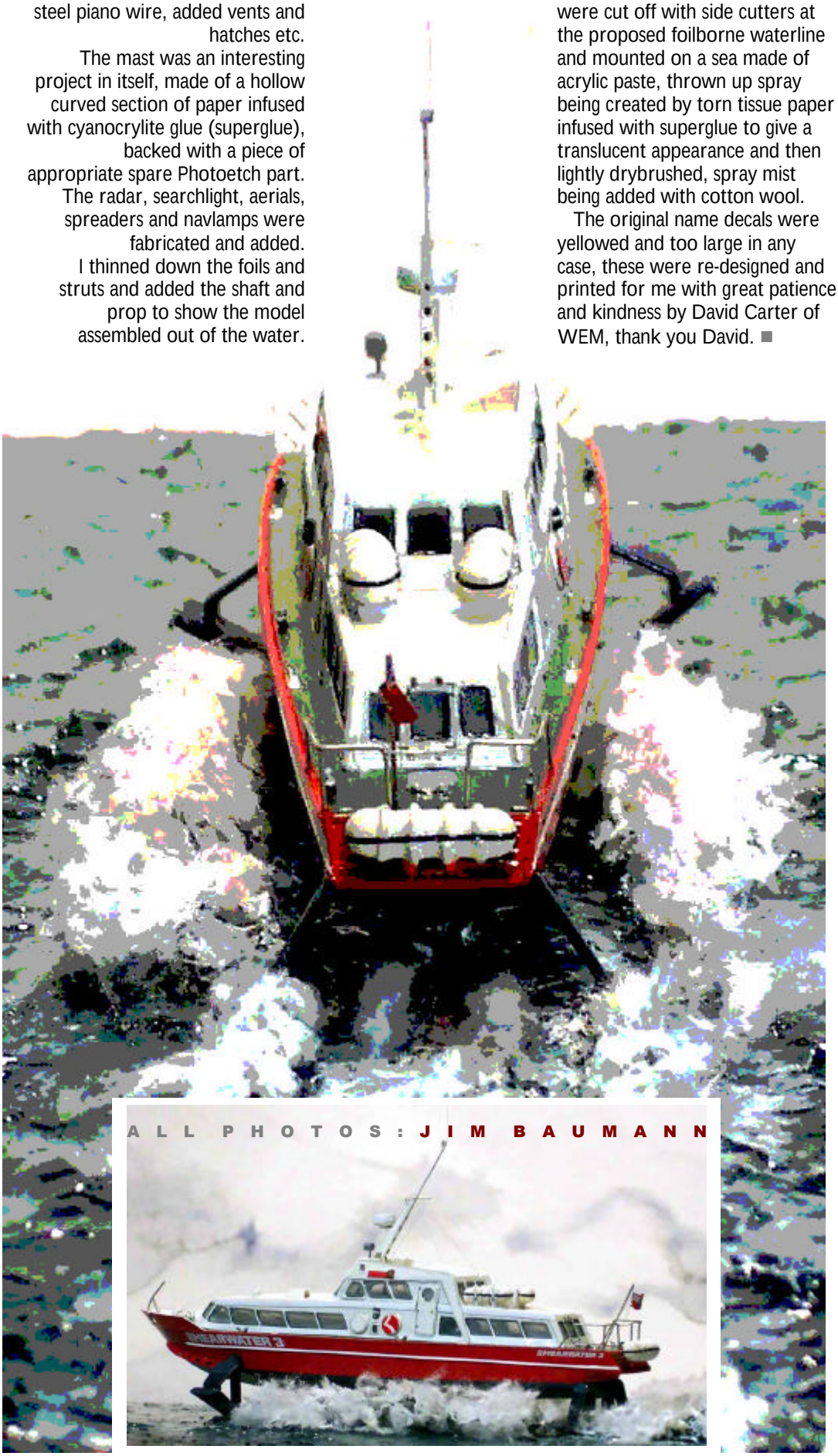
The mast was an interesting project in itself, made of a hollow curved section of paper infused with cyanocrylite glue (superglue), backed with a piece of appropriate spare Photoetch part.

The radar, searchlight, aerials, spreaders and navlamps were fabricated and added.

I thinned down the foils and struts and added the shaft and prop to show the model assembled out of the water.

Subsequently the foils and shaft were cut off with side cutters at the proposed foilborne waterline and mounted on a sea made of acrylic paste, thrown up spray being created by torn tissue paper infused with superglue to give a translucent appearance and then lightly drybrushed, spray mist being added with cotton wool.

The original name decals were yellowed and too large in any case, these were re-designed and printed for me with great patience and kindness by David Carter of WEM, thank you David. ■



ALL PHOTOS: JIM BAUMANN

SHOTOFTHEMONTH

More color red - but less

Kometa Flying Dolphin 15 *(above) and Kværner Fjellstrand Flying Cat 40m catamaran* Flyingcat 6 *showing off the new Hellenic Seaways logo and modified color scheme in Piraues last month / NIKOS THRYLOS photo, both*

As reported in the February *CFF*, Hellenic Seaways is the new brand name for what used to be Hellas Flying Dolphins, Hellas Ferries and Saronikos Ferries. As a result, vessels are now in the process of being repainted and receiving the Hellenic Seaways logo, featuring not one but three dolphins.

The first hydrofoil sporting the modified paint scheme, Kometa *Flying Dolphin 15*, was observed in Piraeus at the end of last month. The change is visible but not dramatic. While the blue on the wheelhouse and down the top of the superstructure has indeed been replaced by red, the new look is not as striking as on the catamarans.