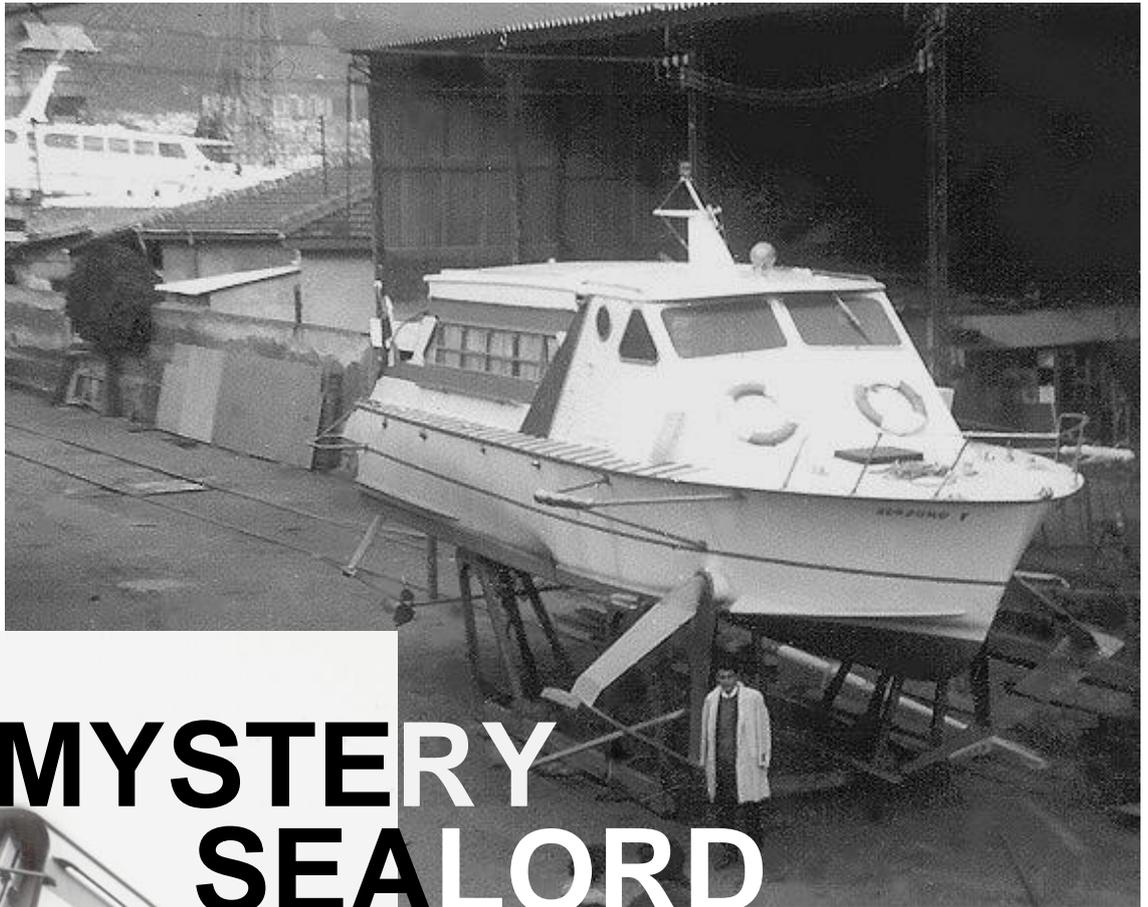
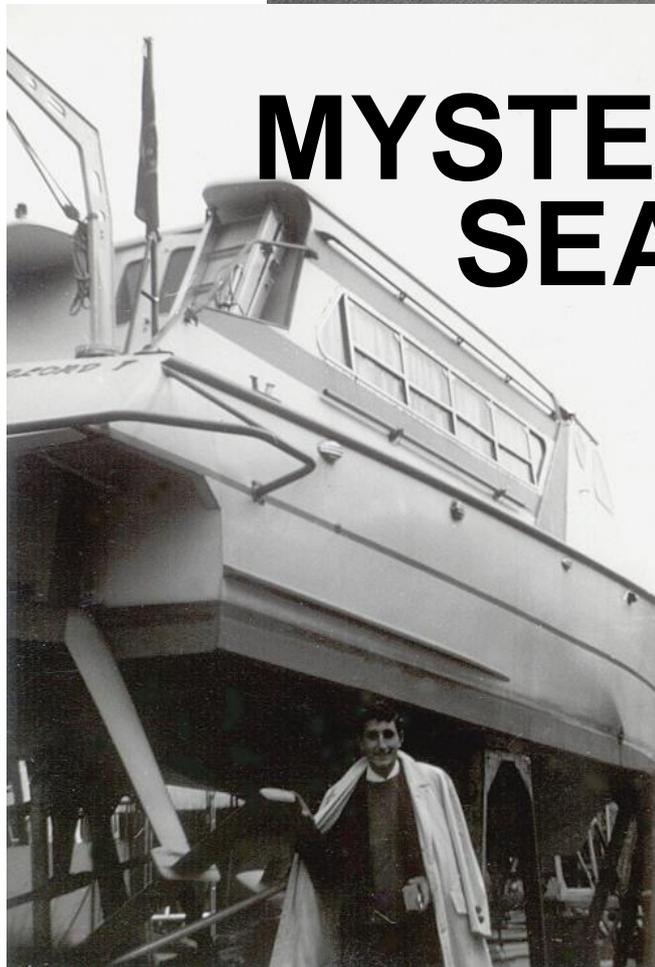


Right + Below :
Sealord V differed significantly from the original ROL 700. It is seen here at the Rodriquez shipyard in January 1967. Visible in the background is a PT.50, ready for delivery
 / LORENZO BONASERA photo, both



Bottom : *The original ROL 700 hydrofoil yacht appeared in 1965*
 / RODRIQUEZ photo



MYSTERY SEALORD

According to Rodriquez, a total of three ROLs were built but there is some disagreement between sources as to when. Contemporary documents confirm that at least one vessel appeared in 1965, however, later information states all three units as being experimental boats built in 1973.

The mystery thickens as in the black and white images shown here, taken at the Rodriquez premises in January 1967, the reportedly ROL features a significantly different superstructure to that on the original craft, making it look more like a small hydrofoil ferry than a leisure hydrofoil boat. The name of the craft, *Sealord V*, indicates that the vessel was either sold to a customer or possibly used by an executive of the shipyard.

At least one of the ROL 700s, assumingly the original vessel, survived well into the 1980s, it was seen laid up on the quay at Rodriquez in 1987.

We would like to hear from someone who can shed more light on these interesting small hydrofoils in general and *Sealord V* in particular. [cff](#)

THE RODRIQUEZ SHIPYARD of Messina has built more than the well-known Supramar PT and the company's own RHS and Foilmaster hydrofoils.

For instance, in the mid-1960s Rodriquez launched the much less talked about ROL 700, a 12m hydrofoil aimed at the yacht market. A significant difference to the hydrofoils hitherto built was that the ROL was constructed of fibreglass rather than aluminium. The vessel was exhibited at the International Saloon at Genoa and the International Boat Fair at Milan in 1965.

