

9
DECEMBER 2003

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Catamarans in Iceland

News

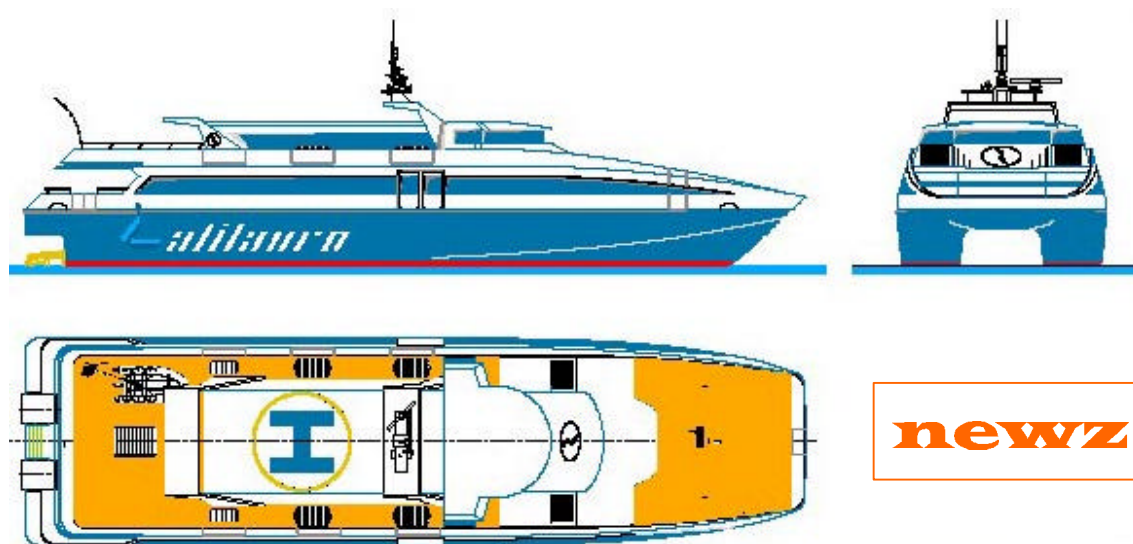
ScaleBox: From Rice Krispies to waterjets

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COVER PHOTO : IS IT ELLA OR IS IT MEMOREX ? ONCE A CATCHY SLOGAN USED BY A MANUFACTURER OF CASSETTE TAPES, IT IS THE QUESTION THAT FIRST SPRINGS TO MIND WHEN YOU SEE THIS PICTURE . SEE MORE OF THIS BEAUTY ON PAGE 18–19 [ENZO ANNUARIO PHOTO]



Profile drawing of the Rodriguez CityCat 40m catamaran for Italian fast ferry operator Alilauro. Three units have been ordered for delivery next year

[RODRIGUEZ CANTIERI NAVALI]

Alilauro orders three Rodriguez CityCat 40m catamarans

Rodriguez Cantieri Navali has received an order from Italian fast ferry operator Alilauro, based in Napoli, for three CityCat 40m catamarans for delivery in June, July and December 2004.

The contract for the three craft, which will be constructed at Rodriguez's Pietra Ligure yard in Savona and fitted out in Messina, was signed on October 6th.

Alilauro recently signed an agreement with Italy's largest airline company Alitalia to provide a fast and comfortable service to and from the islands of Capri and Ischia as well as Sorrento on the Amalfi coast for Alitalia's passengers flying into and out of Napoli airport.

The all-aluminum twin-deck catamarans,

which are built to RINA HSC class, will be fitted out for 320 passengers and have a full load service speed of around 30 knots. All three craft will be fitted with Kamewa waterjets, however, two of the vessels will have a pair of Caterpillar 3516B diesels and the third twin MTU 12V 396 engines.

The stabilization system will consist of transom mounted interceptors and an anti-roll, anti-pitch T-foil forward on each hull. The stabilization and entire vessel monitoring systems will be provided by Rodriguez Marine Systems, a wholly owned subsidiary company.

With this latest contract, Rodriguez currently has 13 catamarans on order or under construction. Aside from the

three 40m CityCats for Alilauro, only three are fast ferries however. Being built in Brazil by Rodriquez Cantieri Navali do Brasil for domestic operator Barcas SA, these are 29m high-speed CityCats, with the rest being 45m medium-speed versions.

The number of craft in the order books at the various Rodriquez yards now totals 60, including hydrofoils, monohulls, catamarans, yachts and patrol vessels.

Alilauro is a long established operator of conventional, medium-speed and fast ferries in the Bay of Naples and elsewhere in Italy as well as abroad. The company's current fast ferry fleet comprises nine Ordzhonikidze Kometa and Kolkhida hydrofoils (the Kometas are stand-by vessels), three Marinteknik 41m monohulls and six catamarans of various designs built by the Marinteknik yards in Sweden and Singapore.

With the arrival of the new Rodriquez CityCats next year some of the Kolkhidas are likely to be withdrawn.

Alilauro Rodriquez CityCat 40 details

Length overall 39.70 m

Beam 10.5 m

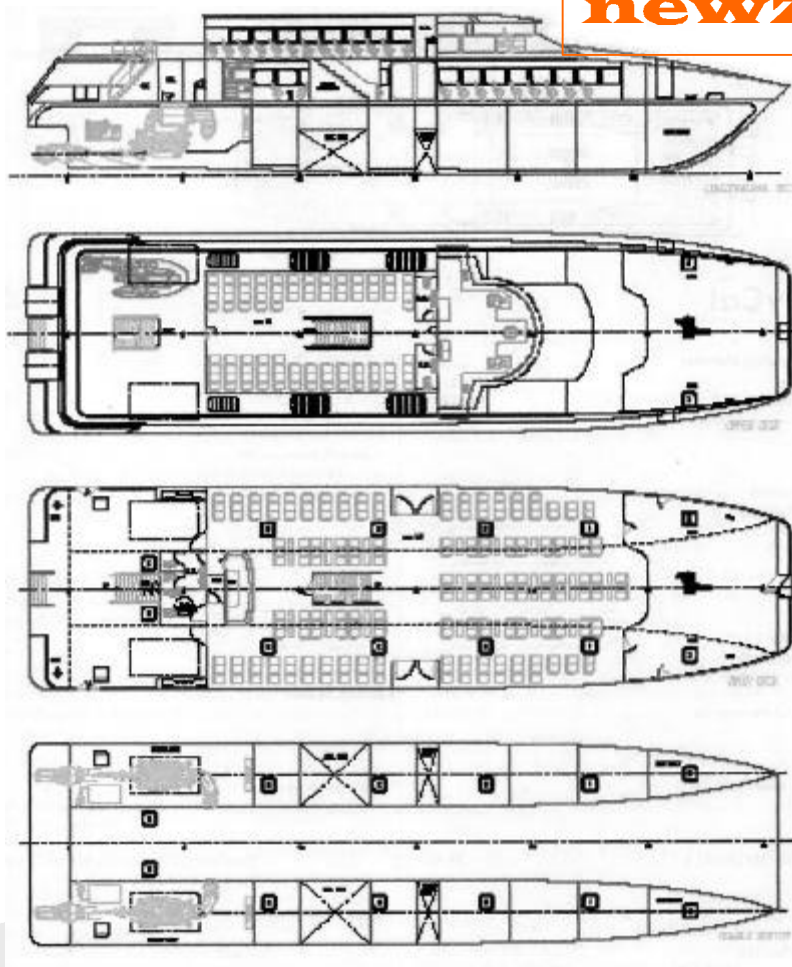
Depth 3.9 m

Power 2x 2000kW Caterpillar 3516B / MTU

12V 396 and 2x Kamewa 71 SII waterjets

Service speed, full load 29.5 knots

Passengers 320 (222+98 Main+Upper deck)



ABOVE: General arrangement of the Rodriquez CityCat 40m catamaran for Alilauro [RODRIQUEZ CANTIERI NAVALI]

Aliantares entered service with Alilauro in 1991 and is one of seven Kolkhida hydrofoils currently owned by the company [LARS HELGE ISDAHL photo]



Dutch Voskhod dogged by ill-luck



ABOVE: Connexxion Fast Flying Ferries Morye Voskhod-2M *Voskhod 605* has just come off foil at the end of an uneventful trip from Velsen and is approaching the berth at Amsterdam on August 3rd [MATTHEW DAVIES photo]

One of the Morye Voskod-2M hydrofoils delivered to Connexxion Fast Flying Ferries last year, *Voshod 605*, had a bad accident on October 18th. The vessel was traveling from Velsen to Amsterdam when, reportedly, it experienced a power fall-out by which it became unmanageable and ran aground on a steel rim at the base of a concrete wall in the western portion of Amsterdam harbor.

There were 71 passengers and three crew on board. Some twenty persons were treated for minor injuries, bruises and nosebleed either on the spot or in hospital. The captain suffered a broken knee and was also taken to hospital for surgery.

The hydrofoil was however heavily damaged, particularly at the bow where the bottom of the hull was ripped open, but will be repaired. This work is expected to take about three months during which time one of the company's two remaining original Voskhods will fill in for *Voskhod 605*. For this purpose *Annemarie* has been repainted in the striking Connexxion lime / dark green color scheme.

This is the second accident in fourteen months involving *Voskhod*

605. In August last year the hydrofoil suffered a steering failure and grounded on the north shore of the Nordzeekanaal in the outskirts of Amsterdam. None of the 15 passengers or three

crew on board was severely injured in the incident, but parts of the vessel's bow foil was badly damaged and needed replacement.

BELOW: One of the remaining pair of original Voskhod-2s in the company's fleet, *Annemarie*, unexpectedly received the new Connexxion FFF paint scheme last month

[MARK VAN RIJZEN photo]





YASMIN MARINE TECHNOLOGY photo

The Voskhod which was sold by Connexxion Fast Flying Ferries at the end of August and shipped to Malaysia in early September, *La Alta Rapido* (see the October 17 CFF), appeared at the LIMA 2003 Maritime Exhibition held at Langkawi in north-west Malaysia on September 30–October 5.

The hydrofoil, renamed *Danga Bay*, but during the exhibition also known as *Lady Yasmin*, has received a new catchy blue and turquoise paint scheme. The interior is also renewed as prior to shipment from the Netherlands the original FFF seats were replaced with new ones, taken from the new *Voskhod 606*.

Yasmin Marine Technology, a company in the Knusford Group, wants to set up a facility in Johor Bahru in south Malaysia to design and build, among other things, hydrofoils and foil assisted craft based on various Ukrainian designs, including a Super-foil 30 Mk I foil assisted catamaran. This would be a smaller version of the Superfoil 40, one of which has so far been built by Almaz Marine in St. Petersburg and delivered to Estonian fast ferry operator Linda Line Express last year.

MARK VAN RIJZEN photo



Annemarie fresh out of the paint shop at Velsen Noord on November 24th. The color scheme differs somewhat from that of the new Connexxion FFF Voskhod-2Ms



Last active PT.20 on the Italian lakes scrapped

ABOVE: Rodriguez PT.20 hydrofoil *Freccia delle Azalee*, the longest surviving active PT.20 on the lakes in northern Italy, in the process of being scrapped at NaviComo's shipyard at Dervio on Lake Como in September

[MARCELLO BALDRATI photo]

The last PT.20 hydrofoil in regular service on the lakes of Como, Garda and Maggiore in northern Italy, *Freccia delle Azalee*, was scrapped in September. Delivered by Rodriguez to Navigazione Lago di Como in 1967, the hydrofoil was active up to 2001, the longest of any of the six PT.20s entering service on either of the three lakes between 1958 and 1967. It had been laid up at NaviComo's shipyard at Dervio for some time.

Next to go is RHS 70 *Freccia delle Gardenie*, the scrapping of which commenced at Dervio last month. This entered service in 1976 and was withdrawn last year.

Replacing the hydrofoils on Lakes Como and Garda are 28m catamarans developed and built by Cantiere Navale di Pesaro. So far the introduction of these 28-knot, 193-seat twin deck vessels has not been entirely successful.

BELOW: One of three CNP catamarans delivered for service on Lago di Como, *Tivano* is seen here in Argegno last August. The 28m 28-knot design is the successor to the smaller Rodriguez hydrofoils on the lake

[MARCELLO BALDRATI photo]



Catamarans in Iceland



*From commute and cheap booze
to whale watching*

One area not previously covered in *CLASSIC FAST FERRIES* is Iceland. The reason for this is pretty straightforward. There are no fast ferries in regular service here.

Still, until recently there were four former Norwegian catamarans registered in the country. One of these, a Westamaran 86, was sold in Senegal last June. The remaining three are all operated on seasonal scenic cruises and whale and other marine life watching tours. The catamarans are of three different designs from as many builders, originally delivered between 1976 and 1980.

First of the quartet to arrive in Iceland was an Alumaran 165 25.5m asymmetrical-hull catamaran

built by Fjellstrand Aluminium Yachts and originally delivered as a combined passenger / cargo vessel to Helgeland Trafikkselskap in 1976. The first Alumaran built, the catamaran, originally named *Træna*, was also the first fast ferry to come out of the Fjellstrand facility at Omastrand near Bergen. The well-known yard was established in 1928 and thus can celebrate its 75 year anniversary this year. The use of seawater-resistant aluminum as construction material was introduced by FAY in 1952 and has been solely used at the yard since 1966.

During its years on the Norwegian west coast, *Træna* was known for its capability of handling the sometimes rough seas in the Træn fjord which is

exposed to the open sea and which the catamaran would traverse for a twelve nautical mile stretch to and from the island of Træna. Conversely, the power plant originally installed proved somewhat troublesome and was replaced by a pair of MTU 16V 396 diesels in 1986.

Sæferðir / Seatours

The catamaran was imported to Iceland in the second half of 1996 by Eyjaferðir, a company

BELOW: On board entertainment has changed since the catamaran operated as a regular fast ferry in Norway...
[PÉTUR ÁGÚSTSSON photo]



RIGHT:
The first Alumaran built by Fjellstrand Aluminium Yachts in 1976, *Brimrún* arrived in Iceland twenty years later and is operated by Seatours
[HILMAR SNORRASON photo]

established ten years earlier and based in Stykkishólmur in western Iceland, some 165 road kilometers north of Reykjavík. Extensive work was carried out on the vessel at Skipavík during the winter including the fitting of observation and fishing platforms forward and aft as well as above the passenger saloon, a complete makeover of the passenger saloon and kiosk / bar and renewal of all safety equipment. Repainted and renamed *Brimrún*, the vessel entered service in May 1997 on guided sightseeing and whale watching tours in the bay of Breidafjörður.

The single passenger saloon on *Brimrún* accommodates 120. On board there is a fully licensed bar and on certain trips fish and other seafood that has been caught en-route will be prepared in the vessel's galley.

A second Norwegian catamaran was acquired in late 1999, the same year that the company was

restructured and renamed Sæferðir (Seatours). This, a Westamarin 86, originally entered service with Finnmark Fylkesrederi og Ruteselskap out of Hammerfest in Norway's extreme north in October 1979. Built by Westamarin's Alta yard, also in northern Norway, the mixed traffic W86, *Hornøy*, was originally fitted out for 136 passengers and featured a 22 cubic meter cargo hold forward.

Before arriving in Iceland the catamaran was briefly owned by another Norwegian company, Fjordlink, and operated at the other end of the country, so to speak, between Fredrikstad in south Norway and Strömstad, Sweden as *La Reina*. An international route and Norway not being a member of the EU, this seasonal service was mainly aimed at day trippers wishing to save a buck or two on duty-free liquor and other goods.

The vessel made the repositioning trip from the

Skagerrak to Iceland under its own power in early March 2000 where it, too, was taken to the Skipavík shipyard for a major refit. The changes made to the W86, now named *Særún*, were even more extensive than those performed on *Brimrún*.

The overall length has been extended by 1.5m (from 26.6m to 28.1m), a new deck with benches was added above the passenger saloon and observation platforms have been built aft and forward, in front of the midship positioned bridge which has also been redesigned and raised by approximately 1m. The crew rest area and accommodation behind this have been retained though. The refit also include new or upgraded navigational and safety equipment and an improved fire fighting system.

The passenger saloon has been refurbished, including new seating around tables, and is now fitted out for 110 passengers. The original forward cargo hold has been turned into a fully equipped kitchen which will prepare all sorts of seafood, freshly out of the surrounding ocean. The cruising speed of *Særún*, 27 knots, is four knots faster than that of *Brimrún*.

The catamarans are used on scheduled bird and whale watching tours as well as dinner cruises between April and October and in addition are

available for charter by groups for tailored cruises when they are not working the timetabled trips.

The bird watching tour operates daily from Stykkishólmur and cruises among the many islands in the Breidafjörður and lasts for about 2 hours 15 minutes. The whale watching tour sets out at Ólafsvík, a town situated further west on the Snæfellsnes peninsular, and takes passengers out in the Atlantic or south along the coast of the peninsular. This tour takes from five up to eight hours, subject to whale availability. The area is one of the few in the world where the chance of spotting the blue whale, largest mammal on earth, during the summer months is as high as seventy-five percent.

BELOW: Seatours' Westamara 86 *Særún* was extensively rebuilt in Iceland before entering service in 2000 [HILMAR SNORRASON photo, both]





ABOVE: Compared to the Seatours vessels, exteriorwise little has changed on Farskip's *Hafsúla*, which, however, has had an observation platform added forward. [FARSKIP photo]

Hafsúla

Another company, Farskip, offers 3-hour whale watching tours and gourmet dinner cruises from Reykjavik during the summer months as well as special tours for children and young people to learn about and study close-up the marine life during off season.

The catamaran used, *Hafsúla*, was built by Brødrene Aa in Norway in 1980 and originally named *Hyen*. Of a GRP sandwich construct, the vessel, the first catamaran to be completed by the yard, was built ahead of an order as Brødrene Aa wished to gain experience with the use of this technology for larger craft such as fast ferries. Developing of the vessel took three years and the actual construction 12 months. By the time the 156-seat craft was launched, a one-year leasing agreement had however been signed with Fylkesbaatane i Sogn og Fjordane, which subsequently purchased the catamaran. In 1996 the vessel was disposed of by FSF and renamed *Fjordingen*.

It was acquired by Farskip in March 2001 and following some alterations, mainly in the passenger areas, entered service that summer. Most of the passenger saloon has been laid out as a dining room for 110 people, although the maximum number of passengers that *Hafsúla* is allowed to carry is 150. There is also a galley, a fully licensed bar and a small dance floor. Also fitted on *Hafsúla* is a trap to catch clamshell which is served on board - with a twist of lemon and white wine.

LEFT: Even with no whales in sight, traveling on the various catamarans in Iceland is an experience worth writing home about [FARSKIP photo, both]





LEFT + BELOW:
Westamaran 86 *Ísafold* did not see much service following its arrival in Iceland in May 2000 and was for the most part moored alongside in Ísafjörður. In June this year the 30-year old catamaran was eventually sold and sailed for Senegal [HILMAR SNORRASON photo, both]

Ísafold

A former Norwegian catamaran which did not see a lot of use during its three-year stay in Iceland was W86 *Ísafold*. Acquired by a company in Ísafjörður, Ferjusiglingar, this arrived almost simultaneously with Seatours' W86 *Særún*, in May 2000.

The catamaran was the first Westamaran delivered to Hardanger Sunnhordlandske Dampskipsselskap by Westermoen Hydrofoil and entered service with the Bergen based operator in June 1973 as *Tedno*. In 1992 the vessel's name was slightly altered to *Tedno 1* as HSD took delivery of a new catamaran from Harding Verft which took over the name from the W86.

Four years later the interior was extensively

rebuilt and the vessel was once again renamed *Hardangerfjord* as it was put into service on tourists excursions in the Hardangerfjord. In 1998 it was sold by HSD to Møre Cruise in Ålesund.

On arrival in Iceland *Ísafold* operated some tourist trips in the Ísafjardardjup in north-west Iceland but these excursions came to a premature halt when the owners ran into financial difficulties and the catamaran was laid up at Ísafjörður.

In August 2002 the vessel was again sold, to Utgerðarfélagid but remained laid up. Then at the beginning of June this year it was acquired by a French company based at Dakar in Senegal. It left the North for the considerably warmer Africa in the evening of June 24th. ■



Another Rodriguez CityCat 40 ordered

newz

As this issue closed for press, Rodriguez Cantieri Navali announced that it had received an order for another CityCat 40 catamaran (also see page 2).

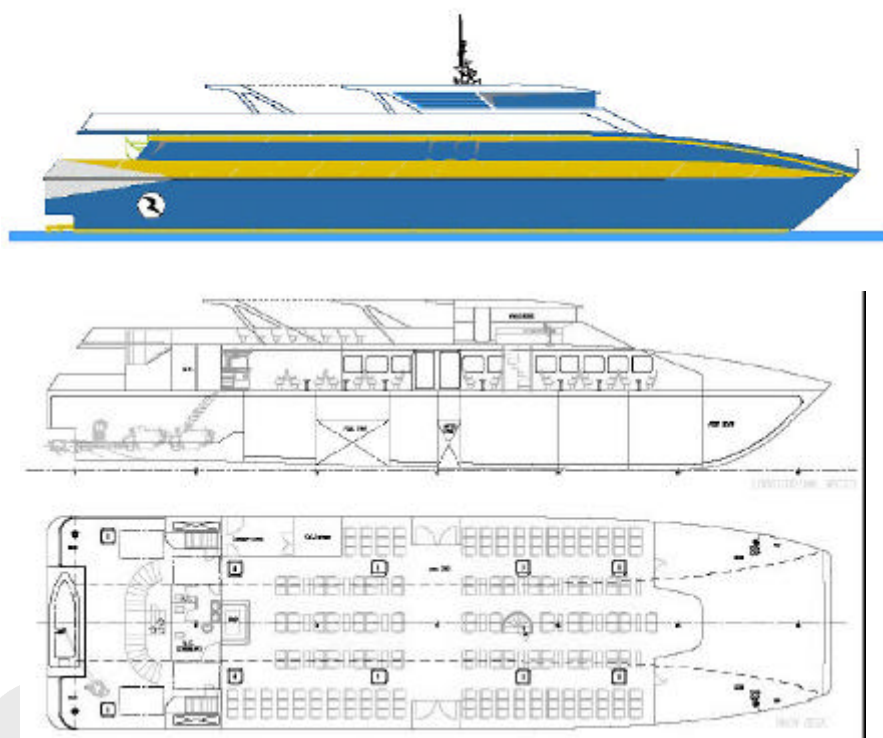
The contract was signed with Bahamas Ferries, based in Nassau, at the end of November after months of detailed negotiations between the operator and Rodriguez.

The low-density vessel will be fitted out for 269 passengers, 205 of which in the saloon on main deck. The remaining 64 seats will be on the upper deck which will be open and only featuring a protective roof.

Power will be supplied by four 610kW MTU 12V 183 TE72 diesels each driving a waterjet. Cruising speed will be 27 knots.

The yet to be named CityCat 40 is expected to be introduced in January 2005 on inter island services in the Bahamas, currently operated by an FBM Marine / Pequot River Shipworks 35m 177-seat catamaran, *Bo Hengy*, built in 1999.

In addition to this and other craft, since November this year Bahamas Ferries is operating an Incat Tasmania 98m Evolution 10B wavepiercing



ABOVE: Profile drawing and general arrangement plan of the Rodriguez CityCat 40 ordered by Bahamas Ferries [RODRIQUEZ CANTIERI NAVALI]

catamaran, *The Cat*, leased from a Canadian company between Freeport in Grand Bahama Island and Port

Everglades / Fort Lauderdale, Florida. Marketed as Bahamas Florida Express, one daily roundtrip is made.



MARTIN GRIMM drawing and photo

Less is more

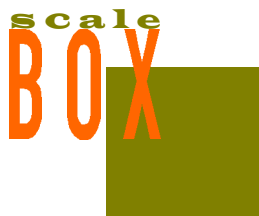
Provoked by the photo of Ustica Lines' RHS 140 hydrofoil *Spargi* on page 11 in the September *CLASSIC FAST FERRIES*, Martin Grimm has composed and sent us this profile drawing showing how he feels the paint scheme of the former Australian vessel could (should) have been done better. As it is now, it looks as if they were running out of paint that day, applying a slop of this and a slop of that of what was left in the tins of the company colors, he feels. A simpler, less motley appearance would have paid respect to the nice harmonious lines of this particular Rodriguez design so much better.

Martin is a naval architect and pro-hydrofoiler in the land



Down Under and of course was responsible for the history on the Manly–Sydney hydrofoils in our *Sydney Special* last year (June 2002 CFF). He has also built an operating scale model of the RHS 140 *Curl Curl* – today's *Spargi* – the full scale of which is seen in the above picture.

A popular Japanese in the Netherlands



The PT.50 hydrofoil RC model kit manufactured in Japan in the 1980s seems to be particularly popular in the Netherlands. In addition to the two units mentioned in the October *ScaleBox*, a third is owned, and operated, by another member of the Haagse Model Bouw Club, Mark van Houdt. Incidentally, the number of model PT.50s currently known to be in existence in the country is three times that of the full scale counterpart ever operating in the Netherlands.



Mark wanted a model out of the ordinary and was fortunate enough to be offered the Sanko PT.50 1:40 scale hydrofoil by a fellow member of the HMBC, and at a good price too. However, he would soon find out that the model was not perfect as designed and built.

Although a hydrofoil, which of course is supposed to lift itself out of the

water at speed, the PT.50 was trying a bit too hard to live up to its name and flew over the waves in an unnatural manner rather than its foils cutting through them, making it almost impossible to handle. This problem was a result of the light plastic shells that form the hull and superstructure in combination with the relatively powerful motor and heavy battery pack. Controlling of the model was poor and only the slightest correction on the remote control would make it come off foil.

Now, Mark likes a challenge and never builds his models according to standard procedure. In place of the original single motor and screw, twin motors and propellers were fitted, i.e. much as on the full-size craft. Obviously, this required new propeller shafts and mounts for the screws on the rear foil. As it turned out the type of propeller Mark intended to use for the model was no longer available, various propellers with 2–4-blades and made of either brass or plastic were tested. The ones finally chosen featured two relatively small propeller blades. ►►



ALL PHOTOS IN ARTICLE BY **MARK VAN HOUDT**



type of enamel used on the rear foil. Solution: The paint was removed by polishing the aft foil after which the PT.50 worked perfectly.

But all this didn't happen overnight. Mark used some three years on rebuilding and testing the vessel before it got to where it is now. Also, in his experience it takes about a year before you're fully acquainted with operating the hydrofoil. Which, again much as the full scale craft, can be somewhat temperamental. ■

The original rudder was modified as well in that it was made smaller. When foilborne a maximum of 20 mm of the rudder is now in the water.

At first these modifications seemed to do the trick, but something was still not quite right as, for instance, Mark experienced that the model had difficulties with staying foilborne. Reason: Cavitation. Cause: The



MARK VAN HOUDT photos

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Norway THE HYDROFOIL YEARS

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KNOW ABOUT
ALL OF NORWAY'S
HYDROFOILS

RIGHT: Theo Bakker with his model of the Graupner Incat/ Aluminium Shipbuilders 49m wavepiercing catamaran *Condor 9*. The view gives you a good idea of the size of this model
[ALF VAN HEES photo]

Dutch wavepiercer update

scale
BOX

Theo Bakker, whose models of an Incat 49m wavepiercing catamaran and PT.50 hydrofoil were mentioned in the October *ScaleBox*, has sent us some further details and photos of *Condor 9* and the yet to be named PT.50.

Theo bought the wavepiercer from a devoted model enthusiast who has a collection of some 35 RC models. It was already assembled and painted and almost ready to run. All that was required was a transmitter / receiver and two new battery packs which Theo got at an internet market place and from an online shop. The RC unit is a 7 / 14 channel Robbe Futaba F-14 Navy.

The *Condor 9* model is no cheap toy. Complete with the RC unit and battery packs Theo paid €514 of which the model itself counts for €250 and the transmitter / receiver €195, the rest went for the 6V / 5Ah battery packs.

But for this you get a 1,080 mm long and 410 mm wide high-tech model with waterjet propulsion and working lights. Aside from being fun to run,



LEFT: Close-up of the model. The full scale *Condor 9* was employed on Condor Ferries' routes between the Channel Islands and the UK and France 1990–2002 following which it was sold in Mexico and renamed *Cortez*
[THEO BAKKER photo]

the wavepiercer is also bound to attract a good crowd of onlookers whenever Theo takes it out for a spin on the small neighborhood pond or at meetings at the ship modeling club which is located at a bigger pond. During the winter months when opportunities for outdoor running of the model are limited, the occasional test will take place in the bathtub (presumably not with Theo also in it)!

While perhaps not as sophisticated from a technical point of view, the much sought-after Japanese PT.50 is no less interesting and charming. For the time being it appears in the livery applied by the previous owner, and which is more or less according to manufacturer's suggestions, but Theo expects to repaint it sometime in the foreseeable future. ■



Theo's version of the Japanese PT.50 hydrofoil. That is to say, the paint scheme is that chosen by the previous owner and is likely to be changed in the near future

[THEO BAKKER photo]



The (scale)box to look for



TIM TIMOLEON photo

While unlikely, you may still find the Japanese PT.50 kit mentioned in these pages sitting on the shelf at some hobby stores. The box has a striking drawing of the hydrofoil on it, so if the shop has it you can't miss it. Of course, it doesn't hurt to ask even if you do not see it as it may have been downgraded to collect dust in the shop's back premises.

With a little luck, the model may be found, assembled or not, at flea markets and model fairs, etc., or on internet auctions, such as ebay. Another possibility is to check with the local ship modeling society, if any, for advice on who might have one for sale. ■

If you find a hydrofoil in your breakfast cereals

this is what you do



Unfortunately, the chance of one falling into your Rice Krispies these days is rather limited!

The approximately 150mm long, unpainted snap-together (i.e. no glue required) model kit of this Rodriguez RHS 70 hydrofoil was offered by Kellogg's in the U.K. in the early 1970s. A fairly accurate replica of *Shearwater 3*, especially when keeping in mind that it's a toy, the full scale vessel was the first of four RHS 70s entering service with Red Funnel on



its Southampton–Cowes, Isle of Wight route between 1972 and 1982.

Neil Newman is the lucky owner of one of these rare kits, which he found on the internet after years of search in shops and at flea markets etc., and has sent us these photos of his assembled and painted model.

Neil points out that aside from the decals supplied, you can tell the model is of *Shearwater 3* since this had a single entrance door thus allowing for an

extra window on bridge deck, whereas the three subsequent craft all had double entrance doors.

For those of you interested in acquiring this charming little RHS 70, he also reports that although rare he has seen it being offered on ebay on the internet from time to time where it will usually sell for around GBP 20.

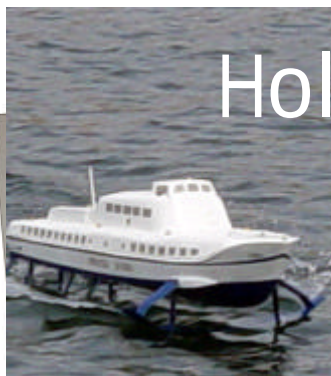
The real *Shearwater 3* served in the Solent for twenty years before being sold in Greece in 1993. ■



scale
BOX

photos by neil newman

Holding the scales even ...



Enzo Annuario is the proud owner of this impressive piece of a working PT.50 hydrofoil. It has a LOA of 1.4m and width across foils of 0.5m

... is hard when you see (and own) an imposing model such as this Supramar PT.50, originally built in 1958.

Homeported in Messina, Sicily – where else? – the beautifully restored model featured in the April 2003 *CLASSIC FAST FERRIES*. Suffice to say, even though full scale hydrofoils are a household name in Sicily, the 1.4m long wooden model, named *Freccia d'Oro*, turns quite a few heads whenever it foils over the waves at a nearby lake, reports Enzo Annuario, who is the proud owner.

The original *Freccia d'Oro* was completed in 1959 by Cantiere Navale Leopoldo Rodriguez, Messina, and entered service in the Bay of Naples with Aliscanf-SNAV. It was scrapped in the early 90s after having been severely damaged by a heavy storm that swept through Messina and the shipyard, where it was moored at the time. ■

scale
BOX



PHOTOS BY ENZO ANNUARIO



They don't make craft like this anymore!



With the season for RC ship enthusiasts living in northern Europe normally coming to an end by November, at least as far as outdoor running of the models is concerned, there is no reason to pack up the goodies in Sicily just yet, as can be seen from these photos of *Freccia d'Oro*, taken on November 23rd.



artistic photography

This is a great picture. It shouldn't be. But it is. The sad remains of RHS 70 *Freccia delle Gardenie* sits behind unwelcoming barbed wire in the NaviComo Dervio shipyard against a dramatic backdrop with an autumn mist rolling over the hill tops on November 21, 2003.

The hydrofoil entered service on Lago di Como in 1976 and was withdrawn last year. Scrapping of the vessel commenced last month, following the demolition of PT.20 *Freccia delle Azalee* (see page 6).

Of the four smaller hydrofoils originally delivered to Lake Como between 1964 and 1976, the only one still remaining is RHS 70 *Freccia delle Betulle*. PT.20 *Freccia del Lario* was withdrawn already in 1985 and scrapped ten years later. However, another RHS 70, *Freccia dei Gerani*, transferred from Lago di Garda in 1993 is also still at the Lake but not active.

P H O T O B Y M A R C E L L O B A L D R A T I / L A R I A N A

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