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CLASSIC FAST FERRIES



FIRST BRAZILIAN
CITYCAT 29
DELIVERED

CHINESE
RHS 200
HYDROFOIL

PHOTO REPORT:
SCRAPPING OF
GREEK DOLPHINS

RODRIQUEZ DELIVERS FIRST CITYCAT 40 CATAMARAN . . .

The first of three Rodriquez CityCat 40 catamarans ordered by Alilauro, *Maria Celeste Lauro*, was delivered by Rodriquez last month /RODRIQUEZ CANTIERI NAVALI photo

The report on the delivery to Alilauro of the first Rodriquez CityCat 40 in our October issue was somewhat premature, as formally the vessel was not delivered until December 4.

The keys to the catamaran, *Maria Celeste Lauro*, were officially handed over to Alilauro in a ceremony at Fiumicino, some 25 kilometers southwest of Rome and close to Rome's Leonardo da Vinci International Airport. Fiumicino is also the port from which *Maria Celeste Lauro* will operate to the island of Ponza located in the Tyrrhenian Sea approximately midway between Rome (Fiumicino) and Napoli.

In addition to the details given in our October edition, *Maria Celeste Lauro* (Yard No. 341) is equipped with a stabilization system comprising two forward T-foils and two intruders fitted on the transom. During trials the vessel achieved

speeds in excess of 35 knots, however it is expected that the normal full load service speed will be closer to 30 knots.

The twin-deck catamaran is divided into economy class in the main deck saloon and business class in the upper cabin. On the main deck there is a snack bar and three toilets aft and on the upper deck two toilets are situated forward behind the wheelhouse. There are television monitors and a complete sound system throughout.

Passengers embark/disembark through either the midships doors on either side or the two ramps aft, the latter of which is widely in use in ports in the Bay of Naples.

Alilauro will receive two more CityCat 40s before long and a fourth, ordered by Bahamas Ferries in Nassau, is also nearing completion. ■



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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** | COPYRIGHT 2000/2005 CLASSIC FAST FERRIES. **COVER PHOTO** : ONE OF THE FORMER SNAV RHS 160F HYDROFOILS, *MORETTO PRIMO*, IN USTICA LINES COLORS IN MESSINA LAST MONTH. ALSO SEE BACK COVER / ENZO ANNUARIO photo



... AND FIRST CITYCAT 29 FROM ITS BRAZILIAN YARD

The first City Cat 29 catamaran built by Rodriguez's yard in Niterói, Brazil, *Zeus 1*, was officially delivered to Barcas SA in Rio de Janeiro on December 10.

Two more high-speed CityCat 29s are nearing completion at the yard, and in addition Barcas has ordered seven medium-speed double-end CityCat 52DE catamarans, the first of which is also due shortly.

Zeus 1 has a length overall of 29.2m,

beam of 9.6m and maximum draft of 2m. Power and propulsion is a pair of MTU 16V 2000 M70 diesels and two fixed pitch propellers. The catamaran is equipped with a control and monitoring system supplied by Rodriguez Marine System. During trials the vessel reached a maximum speed of 27.4 knots, the normal service speed will be 25 knots.

The all-aluminum single deck design carries up to 230 passengers and has

been introduced on a new route linking Rio de Janeiro and Charitas, which forms part of Niterói.

Rodriquez Cantieri Navali do Brasil was founded in Rio in 2001 following the signing of the contract for the ten catamarans between Rodriguez in Italy and Barcas SA. The contract required the construction of the vessels be in Brazil and the Niterói yard was opened in August 2003. ■

The first CityCat 29 catamaran under construction (top) and being launched at the Rodriquez Cantieri Navali do Brasil works in Niterói /RODRIQUEZ CANTIERI NAVALI photo, both



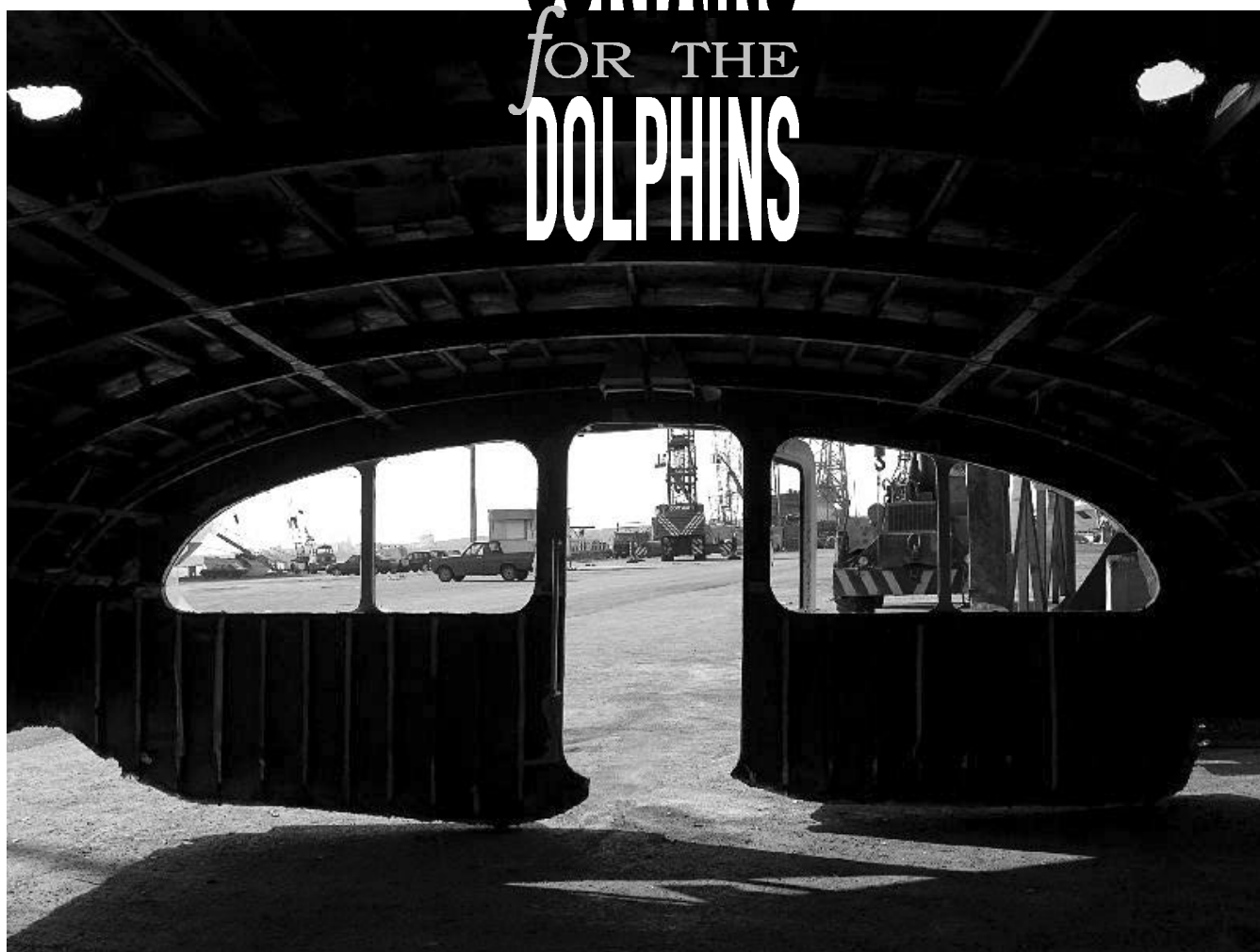
RODRIQUEZ CITYCAT 29

LENGTH OVERALL 29.2m
BEAM 9.6m
DRAFT MAX 2m
DEADWEIGHT 25,000 kg
POWER / PROPULSION 2 x MTU 16V 2000 M70 / 2 x FIXED PITCH PROPELLERS
SPEED, MAX / SERVICE 28 / 25
PASSENGERS 230

LENGTH OVERALL 39.7m
BEAM 10.5m
DRAFT 1.7m
DEADWEIGHT 38,600 kg
POWER / PROPULSION 2 x CATERPILLAR 3516B / 2 x KAMEWA 71 SII WATERJETS
SPEED, MAX / SERVICE 35 / 30
PASSENGERS 320

RODRIQUEZ CITYCAT 40

CURTAINS *f*OR THE DOLPHINS



PHOTOS
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HARRIS
ALEXANDRIS

in recent months the number of active hydrofoils in Greece has diminished as quite a few have been either withdrawn or scrapped (or both). And more are to follow as more catamarans are being introduced. The majority of retired hydrofoils obviously are former Soviet built Kometas.

One exception is the sole Rodriguez RHS 160 to enter service in the country, *Santorini Dolphin II*. Owned by Speed Lines, this was pictured in the July 2004 CFF where we suggested it was being prepared for the 2004 season. Instead it was getting prepared to face the ruthless flame of the blowtorch. It was broken up during a couple of weeks in November at Perama, near Piraeus.

Santorini Dolphin II was delivered to Channel Islands operator Condor in 1976 and originally entered service as *Condor 5* between the Islands and St. Malo, France. It was imported to Greece by Hermes Hydrofoils in 1993 and renamed *Iptamenos* *Hermes III*.

Another hydrofoil likewise belonging to Speed Lines and being scrapped next to *Santorini Dolphin II* in November was *Kometa Ios Dolphin*, built by Sormovo in 1975.

Reportedly, the rate of which the hydrofoils are broken up at Perama is one full scrapping per two weeks, and so one or more vessels are presumably vanishing as we speak.

Among the withdrawn and for the present stored hydrofoils at Perama are three less than twenty years old Rodriguez RHS 160Fs owned by Hellas Flying Dolphins, *Mega Dolphin 30*, *Mega Dolphin 31* and *Mega Dolphin 32*. Built between 1986 and 1989 and acquired from Italian and Spanish operators in 1997, these had been in service in Greece for only six years when laid up late last year.



Shown in the photo report in the following pages are a handful of hydrofoils that were scrapped at Perama recently, including *Kometas Ios Dolphin* and *Samos, Meteor Nattem X* and RHS 160 *Santorini Dolphin II*.

HARRIS ALEXANDRIS photo



THIS PAGE : RHS 160 **SANTORINI DOLPHIN II**



ALL PHOTOS : **HARRIS ALEXANDRIS**



THIS PAGE : KOMETA SAMOS



ALL PHOTOS : HARRIS ALEXANDRIS

ALL PHOTOS: HARRIS ALEXANDRIS



TWO PHOTOS: KOMETA IOS DOLPHIN



METEOR NATTEM X

Laid up at Perama since the end of last year are the three only Rodriguez RHS 160F hydrofoils in Greece, belonging to Hellas Flying Dolphins. The future for these has not been detailed as of yet
 /NIKOS THRYLOS photo



One of the numerous Flying Dolphin Kometas imported by former Ceres Hydrofoils
 /HARRIS ALEXANDRIS photo



Also at Perama last month but certainly not there to be scrapped was *Flyingcat 5*, one of two former German Kværner Fjellstrand Flying Cat 40m catamarans acquired by HFD in October. The vessel is seen here being refurbished on December 18
 /NIKOS THRYLOS photo



... and
it even has
a Finnish
sauna

Despite the numerous lakes and inland waterways, hydrofoils never made it in Finland. However, of the couple or so Raketas known to have been imported one reappeared in service with Royal Line last June – and although extensively rebuilt, still as a hydrofoil. The other still exists as well, but was ripped of its foils etc. several years back.

The owner of the vessel, Jorma Rautakorpi, reports that the hull and foils as well as most of the superstructure on *Rosetta* are the original, whereas virtually everything else was replaced during the two-year refit, including all pipes, pumps, electric wires, the hot water system, etc.

A new MAN 2842 LYE diesel has also been installed. The noise level has been reduced thanks to, in part, the engine's watercooled glassfibre silencers. And rather successfully too it would appear, as a non-biased reader has reported he watched, but hardly heard, the hydrofoil passing by his weekend cottage at speed in August. Normally *Rosetta* is run at a service speed of 29–32 knots.

TOP : *Rosetta* back on its foils on lake Vesijärvi last August
/JUKKA LAPPETELÄINEN photo

RIGHT : The former passenger saloon on the *Raketa* now holds a dining area among other things
/JORMA RAUTAKORPI photo



To the casual observer the restyled front and new spacious wheelhouse positioned fore – and thus deletion of the original one further aft – are the most significant exterior changes in comparison to the original *Raketa* design. A sun deck has been added behind the wheelhouse above the former passenger saloon. This has been completely rebuilt and now features a saloon with 20 comfortable seats, a Nordic-style furnished dinner area with a large dinner table for 12 persons, a well equipped kitchen and a small dance floor complete with a music and karaoke system. The hydrofoil even has an original wooden-heated Finnish sauna for 6 persons, plus shower and a toilet.

Based at Lahti in southern Finland, Royal Line operates *Rosetta* on chartered trips in the beautiful Lake District of Vesijärvi and Päijänne that are connected by the Vääksy canal. In fact, the area is made up of numerous bigger and smaller lakes between some of which there are locks, the largest being 9m high.

Rosetta was built in the Ukraine in 1963 and originally delivered to an Estonian company as *Raketa 314*. It was imported to Finland thirty years later and renamed *Raketa*. Between 1995–2000 it operated seasonal excursion trips in the Lake District as *Suvijet*. The *Raketa* got its present name in 2001. ■

B E L O W : *The newly refurbished Rosetta on a rainy day last summer. For those passengers not familiar with this type of vessel, it says Hydrofoil Boat (in English and Finnish) beneath the wheelhouse windows* /JORMA RAUTAKORPI photo



R I G H T : *Prior to being acquired by Royal Line in 2002, the Raketa was named Suvijet and operated out of Lahti* /ALEKSI LINDSTRÖM photo

A Chinese Jumbo



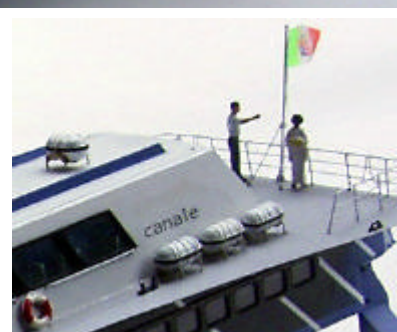
Twenty-three years after the first RHS 200 hydrofoil, *Superjumbo*, was completed by Rodriguez (the second, and last, was delivered in 1984), our attention was drawn to a scale model of this vessel only last month.

The stylish model was designed in China by Simon Tang who is a mechanical engineer and as such used to work with the National Railway Bureau for twenty years.

Since the mid-70s alongside his duties there Simon Tang has had an interest in hydrofoils and now heads a company called ScaleSpeed which designs and produces up-market handcraft R/C model boats.

In addition to *Superjumbo*, Simon Tang has built hydrofoil models of the Italian Navy's Sparviero class, the Soviet Babuchka and Norwegian Westamarin foil-assisted catamaran Foilcat and others.

scale
BOX



ALL PHOTOS EXCEPT WHERE NOTED SIMON TANG



CENTER : Superjumbo back in the Bay of Naples where the prototype has spent most of its career. The model was built by ScaleSpeed for a local customer, Giuseppe D'Amelio, who lives near Napoli /GIUSEPPE D' AMELIO photo



You don't build models like these in a jiffy. For instance, Tang spent 18 months to design and build the RHS 200, complete with fixtures and fittings. Like the other hydrofoil models he has completed so far, Superjumbo is fabricated mainly in fibreglass, it is built to accurate 1/50 scale – it has a length overall of 716 mm – and is operational by way of a two-channel R/C device. All models from ScaleSpeed come complete except for the R/C unit and rechargeable battery pack. ■



SHOT OF THE MONTH



The five RHS 160F hydrofoils that were acquired by Ustica Lines from Snav last June are now appearing in Ustica Lines colors one by one. The deal also included three catamarans, at least two of which were repainted shortly after the take-over by UL of Snav's Sicilian business.

Up till now not two vessels in the Ustica Lines fleet have received the exact same paint scheme. While the corporate colors of yellow, white and different shades of blue have indeed been used throughout, each vessel has been personalized by getting a different livery than the one before it.

On the two repainted former Snav RHS 160Fs observed so far, Alijumbo Zibibbo and Moretto Primo, a standardization seems to have been adopted however. Both vessels were delivered by Rodriguez in 1991.

A B O V E : RHS 160F Moretto Primo at full throttle in the Straits of Messina on December 8. The man in the boat at left had better hurry

/ ENZO ANNUARIO photo

B E L O W : ...and Alijumbo Zibibbo alongside in Messina late last month

/ ENZO ANNUARIO photo

