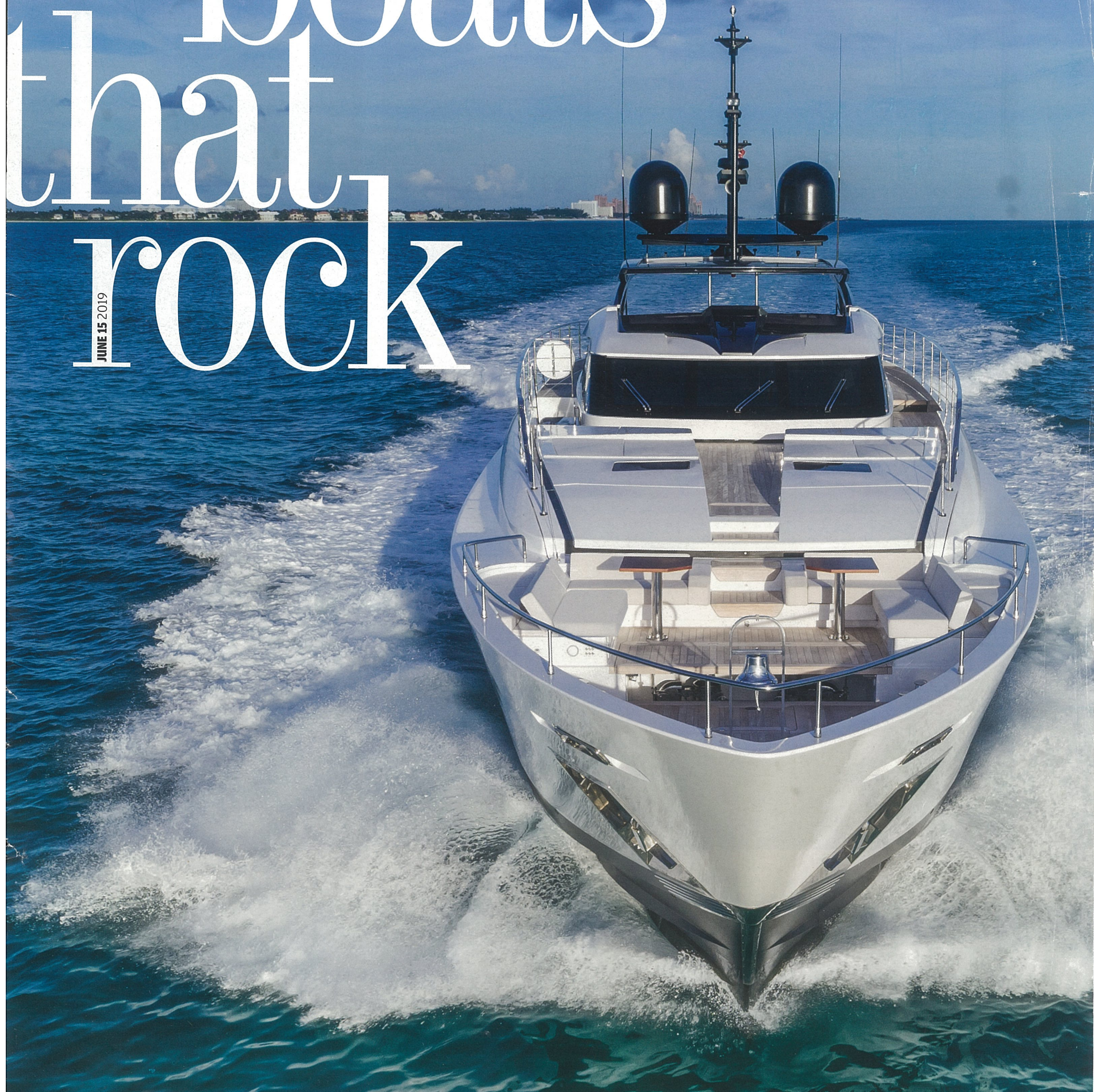


boats that rock

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This page: Fast Forward Composites' Eagle 53 catamaran, \$7.95m, will be equipped like a luxury cruiser but will have the capacity to foil like a professional racing boat

racing F4 version (also €1.1m, pictured on previous page). Both are designed to fly and are aimed at owner/drivers.

Other designers and builders are taking a different route to the wider commercial world. Former America's Cup team Artemis Racing regrouped after Bermuda as Artemis Technologies and is now working on commercial applications for foiling craft as well as a foiling superyacht for private ownership. To achieve these longer-term projects the company is developing a foiling powerboat (£3.5m) for the leisure market. "Work is already underway with our eFoil, a 15m powerboat that has a range of 120 nautical miles, a cruising speed of 30 knots and a top speed of 50 knots," says the company's CEO, America's Cup sailor and double Olympic gold medallist Iain Percy.

Not everyone who is considering the advantages of

"He saw the America's Cup boats and said, 'I want to be the first to make one that can be sailed as a cruiser'"

semi-foiling luxury offshore cruising catamaran, uses a fly-by-wire system to lift the boat sufficiently in the water when at speed to reduce hull drag. Others, like USA-based builder Fast Forward Composites, are using the semi-foiling concept as a stepping stone towards creating a fully foiling cruising boat, with sleeping accommodation, that

Tommy Gonzalez, professional skipper and president of Fast Forward Composites. "So that's where we started with the entire Eagle project."

The client, Donald Sussman, the American financier and philanthropist, wanted the ultimate weekender. A boat that would foil without a professional cup-winning crew and would have 6ft 5in-tall cabins in each of the hulls, two full-length double beds, a full galley and many other cruising luxuries. But Gonzalez was clear that the route to this foil-borne cruising nirvana would take time. "We started by figuring out how we could create an efficient, complex, yet easy-to-control wing mast," he says. "The result is a hybrid wing where around 50 per cent of the area is a solid wing mast and the remaining 50 per cent a soft sail that can be raised and lowered. "This rig is a