

# THE RUSSIAN COMPETITION

***THE REVIVAL OF*** the hydrofoil is taking place not only in Italy.

Nearing completion at the Vympel Shipyard at Rybinsk, Russia, is the first Kometa 120M. Construction commenced in August 2013 and the vessel is expected to be launched later in the spring or early summer. It has yet to be confirmed where the hydrofoil will be tested and subsequently enter service, but an educated guess

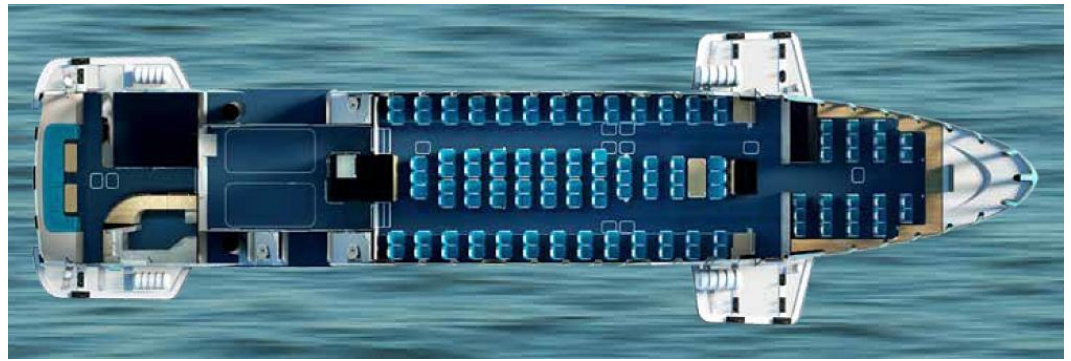
would be somewhere in the Black Sea.

As the designation suggests, the sea-going Kometa 120M is based on experiences with the long-time and well-known Kometa and its successors, the Kolkhida and Katran, and brought up to date, both in terms of technology and appearance. One of the most apparent features of the restyling is the rear positioning of the wheelhouse rather than forward on the earlier designs.

**Top + Right:**  
*The prototype Kometa 120M under construction at the Vympel Shipyard at Rybinsk, Russia, late last year / VYMPPEL SHIPYARD photo, both*



In its standard layout,  
the Kometa 120M  
seats 120 passengers  
in two saloons  
/ VYMPEL SHIPYARD  
photo



Unlike most Italian hydrofoil designs, including the new Admiral 250 and Admiral 350 built by Liberty Shipyard in Sicily, the Kometa 120M is a single-deck hydrofoil. In its standard configuration the 35m vessel seats 120 passengers, 22 of which forward in a business class cabin and 98 in a centrally located economy class saloon. Rearmost, behind the engine room, is a bar area.

German MTU diesels will be installed and normal service speed will be 35 knots.

As a comparison, being somewhat smaller than the Kometa 120M, at just under 32m the twin-deck Admiral 250 accommodates 235 passengers in a standard layout.

The Kometa 120M may prove a turning point for Russian designed and built hydrofoils. In the past the USSR was of course the world's largest producer of hydrofoils, but production at Russian and Ukrainian shipyards has been almost non-existent during the past twenty or so years. There is a large number of Kometas, Kolkhidas and Katrans, and even Meteors, in service that will need replacing within the next few years. This includes on export markets, such as Greece.

**TSIKLON 250M / TORNADO**

Another most interesting project by the Alekseev Hydrofoil Design Bureau which has yet to materialize is the Tsiklon 250M – or Tornado, as the design is now being marketed.

Like the earlier Tsiklon, of which only the prototype was completed (see November 2013 *CLASSIC FAST FERRIES*), the 250M/Tornado is a twin-deck hydrofoil. However, contrary to Italian standard it features an upper rather than lower passenger deck.

The Tornado has a length overall of 42.6m and in its standard configuration carries 320 passengers distributed in three saloons; two large, wide-cabin style saloons and one smaller. In addition there is a bar area aft on upper deck.

Equipped with a pair of Saturn M70 FRU gas turbines speed is expected to exceed 55 knots. **CFF**

Artist's rendition of the projected twin-deck Tsiklon 250M, also marketed as Tornado. The styling of the impressive vessel looks like a cross between a cruise ship and a large aircraft / VYMPEL SHIPYARD photo

