

# LAST RHS 70 PRESERVED



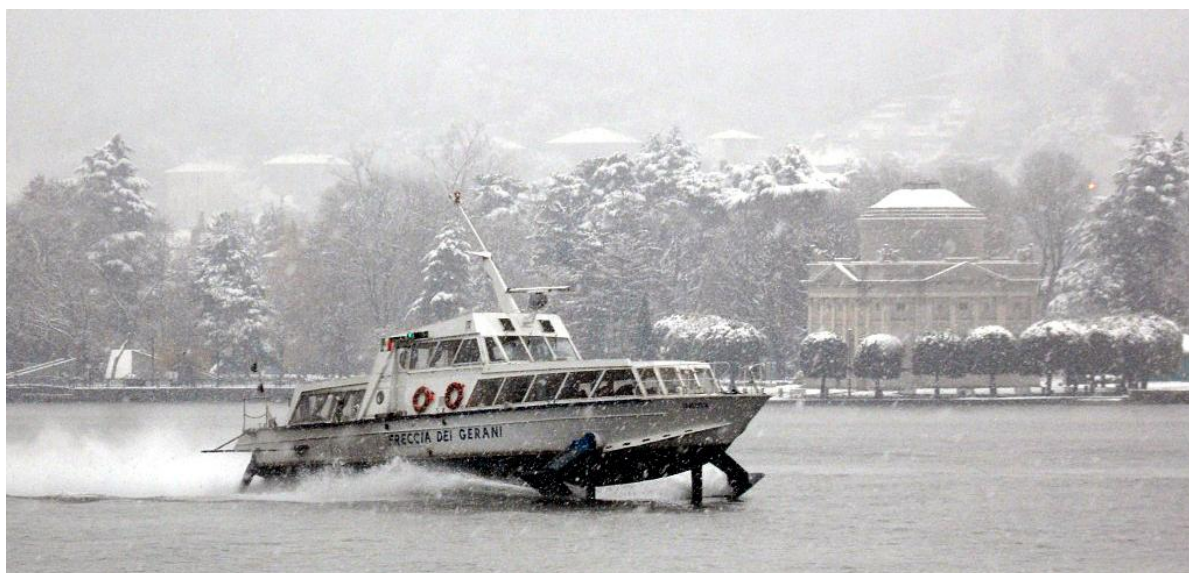
Shortly after our last report (December 19), news reached us that the last RHS 70 on Lago di Como, *Freccia dei Gerani*, has been preserved.

The appeal of rescuing the hydrofoil from being scrapped was initiated by local resident Marcello Baldrati, also known to *CFF* readers, who contacted the Museo della Barca Lariana and pointed out the importance of preserving this piece of transport history on Lago di Como. The RHS 70 had been sitting in the Navilaghi boatyard at Dervio for some

time and was towed to the Museum premises in Pianello Lario on December 19. Here the vessel was supposed to have been lifted, but it would turn out too heavy for the crane and another had to be sent for.

The reason why *Freccia dei Gerani* did not travel under its own power to Pianello is that its single MTU 493 V12 engine had previously been removed. This too was donated to the Museum by Gestione Navigazione Laghi.


A total of six RHS 70s equally distributed between



**Above :** RHS 70 *Freccia dei Gerani* has been preserved as a museum vessel

**Left :**  
With this wonderful wintry shot from December 2012 we wish you all Happy Christmas and a prosperous 2020!

/ JACOPO MEMEO photo, both



Lake Como, Garda and Maggiore entered service between 1974 and 1977. *Freccia dei Geroni* was originally delivered to Lago di Garda but transferred to Como in 1993. No other Italian operator went for the RHS 70, but four were built by Rodriguez for Red Funnel in the UK 1972–1982. In addition a single RHS 70 was built in South Korea by Hyundai Heavy Industries and entered service with Han Ryco in 1985. **CFF**

RHS 70 *Freccia dei Gerani* arrived at the Museo della Barca Lariana in Pianello Lario

on December 19  
/ JACOPO MEMEO photo