11/12/2019 | 1 MINUTE READ

EPOXIES | MATERIALS | RESINS | MARKETS | MARINE

COBRA to partner with Skeeta Foiling Craft on composite hydro foiling dinghies

Skeeta hulls use an expanded polystyrene (EPS) foam core and a single-shot closed mold epoxy lamination process pioneered by the windsurf board market.

#weaving

EDITED BY SCOTT FRANCIS
Contributing Editor, *CompositesWorld*

SHARE

READ NEXT

- Graphene 101: Forms, properties and applications
- Composites Index extends slowing contraction trend in August
- EV battery enclosure inspires material, process innovations

COBRA manufactures the 3.66m Skeeta hull using a molded EPS foam core blank, assembled with a mixture of woven and biaxial glass fibre fabrics, localized carbon fibre reinforcements and G-10 inserts. Source | COBRA International

OEM manufacturer of composite products COBRA International (Chonburi, Thailand) has announced its partnership with Skeeta Foiling Craft (Melbourne, Australia) to build a new range of hydro foiling dinghies, including its 3.66-meter *Skeeta* and 2.9-meter *Nikki* dinghies, which are available in both foiling and displacement sailing configurations.

Jim French, co-founder of Skeeta Foiling Craft, was determined to build the *Skeeta* hull using an expanded polystyrene (EPS) foam core and the single-shot closed mold epoxy lamination process pioneered by the windsurf board market. COBRA International was selected as the building partner for series production.

For the *Skeeta*'s modern scow shaped hull, COBRA uses a molded EPS foam core blank, assembled with a mixture of woven and biaxial glass fiber fabrics, localized carbon fiber reinforcements and G-10 inserts, this is all wet laminated into closed vacuum female molds. This rapid construction process produces consistent hulls with minimal finishing required and a low hull weight of just 32 kilograms for *Skeeta* and 23 kilograms for the *Nikki* dinghies.

COBRA currently supply painted hulls with a molded EVA foam deck pad that provides a non-slip deck. This deck pad, as well as textile covers for the boat's wings and custom-made protective bags for the *Skeeta*'s aluminium and composite hydrofoils, is produced by COBRA's in-house accessories division and then shipped to Australia for final assembly and set-up of the finished boats.

Skeeta Foiling Craft have recently launched the smaller *Nikki* dinghy with hulls also built at COBRA. So far around 100 boats have been manufactured with production lines being configured for up to 50 hulls per month.

As production rates build, COBRA and Skeeta Foiling Craft are also discussing ways to develop a one-stop-shop supply option with sails, metal components and plastic parts being manufactured or sourced by COBRA so finished boats could be shipped directly.

RELATED TOPICS

Epoxies | Materials | Resins | Markets | Marine | Core

RELATED CONTENT

Composites 101: Fibers and resins

Compared to legacy materials like steel, aluminum, iron and titanium, composites are still coming of age, and only just now are being better understood by design and manufacturing engineers. However, composites' physical properties — combined with unbeatable light weight — make them undeniably attractive.

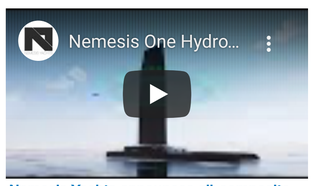
Ceramic-matrix composites heat up

Lightweight, hard and stable at high temperatures, CMCs are emerging from two decades of study and development into commercial applications.

Thermoplastics in Aerospace Composites Outlook, 2014-2023

Capable of volume production, thermoplastic composites will gain new market share in the aerospace industry.

FEATURED VIDEO



Nemesis Yachts announces all-composite hydrofoil luxury yacht