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ELECTRIC FOILING VESSELS: *CURRENT STATE OF AN INDUSTRY*



Active Plan for Prototype

By JEFF AYDELETTE
Staff Writer
(In collaboration w/ Jay Phillips)

VANDEMERE – A half dozen boat building superstars – most based in and around eastern North Carolina – are convinced their team can quickly produce and deploy an all-electric foiling vessel. This new type of watercraft is propelled exclusively by battery power, using wing-like underwater structures (hydrofoils) to lift their hulls entirely out of the water at speed.

This design combines zero-emission electric motors with flight stabilization technology. Onboard computers and sensors continuously adjust the foil flaps to maintain balance over choppy waves. And, one of the first proposed routes is a type of ferry service from Vandemere to the Outer Banks, expected to shave hours off land-based trips that use pricey and polluting gasoline-powered vehicles.

The group is not to be deterred by a three year head start that foreign boat-builders currently possess. One fortunate advantage is a federal law – on the books for 140 years – that venture capitalists, private investors, and even \$250 micro-supporters can really sink their teeth into. That juicy piece of legislation is the Passenger Vessel Services Act of 1886, which requires US-built, US-flagged, and US-crewed vessels for all domestic

passenger routes.

However, that protection only matters if an American team is ready . . . and it is. Existing hull molds, completed weight studies, and local manufacturing partners are prepared to build the FIRST shallow-water electric foiling passenger vessels designed for Pamlico Sound.

Naval architecture is led by Alan Stewart of B&B Yacht Designs in Bayboro. Advanced composites partner is Jim Gardiner of Com-millennia in Washington. Assembly and systems integration are based on Hatteras Island.

Five eastern North Carolina counties — Hyde, Pamlico, Dare, Washington, and Beaufort — are under consideration for the flag-

Mission Complete - Vessels Operating

ship route and vessel build site. The vessels are designed to foil at 30 mph in documented Pamlico Sound conditions and retract to 24 inches of draft for shallow village landings.

The earlier Albemarle passenger ferry effort, which wrapped up less than a year ago, is not a useful comparison. That project would have had a far better chance of success if today's electric foiling technology had been available. What is different now is both the technology and the remaining real-world hurdles — USCG Certificate of Inspection, commercial insurance, Passenger Vessel Services Act compliance, and other regulatory and operational requirements that still demand careful navigation.

Those challenges are precisely why a prepared local team and strong public partners matter.

This is more than a ferry. It is a reliable alternative when NC-12 fails, a faster Outer Banks connection for state residents and tourists, and a private, no-operating-subsidy complement to our state's aging ferry fleet. Federal grant pathways are ready once a public sponsor steps forward.

PamliEcoConnect is seeking county, state, or NCDOT partnership to secure this first-mover advantage for North Carolina. Visit www.PamliEcoConnect.com or call 252 552-5551. High-resolution images and complete slide presentation are available on request.

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Beware Spoof Phone Numbers

GRANTSBORO – On July 22, 2026 at 2:56 pm, I received a call that showed up on my phone from a well-known credit union, which I will refer to as Credit Union One. I didn't understand this because as of March of last year, this particular credit union split and anyone not considered state employed had to be moved to what I will call Credit Union Two.

I answered the phone and a man asked me if I was (my name)? I told him yes. He told me his name is Allen Baker and that someone pretending to be me had gone into Credit Union Two and withdrew money. I told Mr. Baker that this had to be a mistake, that I had not banked with that credit union because the banks had split. Mr. Baker told me that the two credit unions had merged back together (lie). He told me "That they were looking at a teller that they

How To Avoid Phone Scams: DON'T TRUST CALLER ID

Your caller ID might show a real government agency or company name or phone number.

But scammers can fake caller ID. Don't trust it — even if it looks real.

Here's what to do:

- ▶ Get call blocking apps or services. This will help you get fewer scam calls.
- ▶ Only call a phone number you **know** is real if you want to confirm.
- ▶ Report scam calls. Tell the FTC at ReportFraud.ftc.gov.

Learn more at ftc.gov/calls

knew had been doing this to other accounts and that they were going to take her down and put her in handcuffs by Friday."

He told me he was placing me under a gag order. (A gag order meant I was not to talk to anyone about this) I told him, I understood. Mr. Baker told me that the Sheriff's Office would be contacting me and for me to do what they say. While we were talking (19 minutes 3 seconds) I told him I was getting a call from the Sheriff's Office (252) 745-3101. I answered the call and a man identified himself as Capt. Phillips of

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- Maintain award-winning service to our clients
- Provide security, reliability, and trust

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