

MULTI RIB TEST 5 TO 5.8 METRES

IN ANSWER TO THE MANY READERS WHO HAVE ASKED WHY WE TEND TO MAJOR ON TESTING BIGGER RIBS, WE DECIDED TO PUT TOGETHER A MULTI-RIB TEST FOR CRAFT OF BETWEEN 5 AND 5.8 METRES, WITH A MAXIMUM ENGINE SIZE OF 115 HP.

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Initially we expected about five makes of RIB, but then the number of manufacturers and distributors wishing to take part grew, and despite two of the major RIB suppliers pulling out at the last minute, we still had eight craft ranging from 5 to 5.8m to test. The various RIBs were fitted with a cross section of outboard motors ranging from 60 hp up to a maximum of 115 hp.

Our venue for the test could not have been better, as we were offered the excellent facilities of Salterns Marina in Poole Harbour, with their proficient staff operating a small-craft-lifting crane system in a continuous efficient smooth operation that quickly had seven of the eight craft afloat and ready for the test – the eighth RIB finally turning up just in time to complete the back-to-back testing and photo shoot of all the craft gathered together in Salterns

Marina.

While the venue was ideal, the weather was most certainly not, with heavy overcast skies, steady rainfall and an increasing breeze. Fortunately there are no speed restrictions in Poole Harbour for the winter months from 1st October until 1st April, and we had high tide – two major advantages that allowed us to conduct our tests just outside the marina. The breeze produced a useful ‘popple’ on the water, and the marina’s close proximity allowed us to quickly jump from RIB to RIB, enabling us to evaluate each craft against another in the same water and weather conditions. To keep the tests equal in terms of crew, and to get a layman’s view on how each craft felt to a comparative novice, I was accompanied by a musician friend, Julian, a family man with a love of the sea but little experience of small RIBs.

By chance, the test was divided into

distinct categories: the initial four test craft had the similar forward steering and conventional jockey/bench seat seating arrangements favoured by the British, while the next three had the continental-favoured stern-orientated steering positions. The latter arrangement is popular overseas because it provides space in the bows for a sunbed arrangement, evidently something that is important to our continental cousins. The British weather, on the other hand, tends to point us towards a better boat balance approach, where seakeeping is more relevant than lounging in the sun, and while both work in their specific environments, it is the end-user that must determine what their particular requirements demand. The last craft on test, the Ribcraft 5.3, was the odd man out, being the only craft laid out with jockey seats, an arrangement that was once the norm in the UK but has, on family RIBs, given way to bench seating.

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FEATURE MULTI RIB SUPER TEST



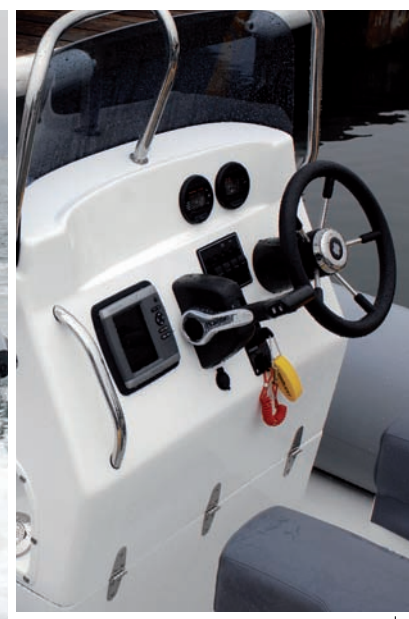
RIBQUEST 580 - A TRUE BLUE SEA GOING BRITISH DESIGN

RIBQUEST 580 YAMAHA 115 HP 4-STROKE

For no particular reason, we started with the largest and heaviest RIB on offer, the Ribquest 580 powered by a Yamaha 115 hp 4-stroke motor, swinging a 19" propeller. Fitted out as a family RIB, she features a wide steering console with two one-man jockey seats side by side behind, and a three-man bench seat aft. With her robust-looking double stainless-steel A-frame and substantial stainless-steel grab handles/windscreen surround, she certainly gives the impression of being a craft capable of taking on the rough with the smooth – a point we proved with a 4.8-metre version in the 2008 'RS4', Round Scotland 4-metre RIB Challenge. Everything about this craft oozed quality – from the excellent finish, substantial build and the attention to detail, particularly with small items such as the quality hinges and seat/locker securing catches, right through to the wiring and engineering, nothing appears to have been skimmed to try and shave a few pounds off the final price.

Out on the water the ergonomics were good, with everything falling nicely to hand and the craft feeling totally 'planted', both on and off the plane, with no nasty surprises at speed or in the high/low-speed manoeuvring tests. As the heaviest

boat in the test, it was not surprising that the acceleration was steady rather than mind-blowing, and with a top speed of just 35 knots, this was below the builders' expectations, but then they did point out that they were unable to source the correct prop in time for the test! The handling was predictable, the ride in the short chop very smooth, and as mentioned earlier, from previous experience we know this to be an extremely capable craft in rough seas. While the cost of this Ribquest outfit is comparatively high against the other packages on test, one is left in no doubt as to this craft's superior fit and finish, and getting a craft to this standard takes time and effort, which equates to cost.



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BALLISTIC 5.5 - A PROVEN SPORTS HULL WITH FULL FIT OUT

BALLISTIC 5.5 M EVINRUDE 90 HP E-TEC

Looking at the attractive lines and good finish of the Ballistic 5.5 fitted with the responsive Evinrude 90 hp E-Tec, we anticipated a good all-round performance from its deep-V hull and a smooth ride in the short chop on the test course. The light-grey PVC buoyancy tubes are complemented by contrasting dark-blue tube patches and a dark-blue stripe between the double rubbing strake, a theme that is also carried through to the seats. The interior layout is similar to the Ribquest, with the stainless-steel handles, seat backrests, windscreen surround and substantial double A-frame all adding to its overall style. The contoured shape of the forward seats looked particularly smart, and it is easy to see why this craft's appearance appeals to the buying public. The seat cushion on the anchor locker and the suicide seat on the front of the steering console could only be considered useful

at displacement speeds or on a completely flat sea – a point reinforced by the lack of any handholds for the console seat passenger.

While the console was a lesson in good ergonomics, with everything positioned correctly to provide an excellent helming position, the same could not be said of the rock-hard jockey seat cushions for the helmsman and his navigator. As previously mentioned, the seats look particularly attractive, but through the apparent lack of any meaningful padding, they were distinctively unattractive to sit on! The basic two/three-man rear bench seat, while adequate and functional, fared only marginally better, with little thought given to supporting its occupants. Our initial warming to the Ballistic's good looks was somewhat dented by the apparent lack of crew comfort, and we thought it odd that a company with such a good name could expect anyone who cared for the comfort and safety of their back and backside to sit on such an unforgiving base.

On the water the Ballistic 5.5 put in a reasonable performance but was particularly good during the tight-turn manoeuvres, the hull gripping with tenacity and feeling secure, even at the exaggerated angles we put the craft through in an attempt to find any flaws in the craft's dynamics. With such good medium-speed handling, it came as a surprise how unsettled the craft became at higher speeds, particularly on high-speed turns where the hull became nervous and, as Julian commented, 'very bouncy'! On larger Ballistic hulls we have become accustomed to their secure high-speed handling and top-end performance, but there seemed something awry with this 5.5 m when pressed, and this seemed at odds with the good-looking hull shape; perhaps the craft was not set up correctly or was fitted with a less than ideal propeller, but whatever the cause, the nervous high-speed handling, coupled with the seating gripes, spoilt an otherwise well-presented package.

HUMBER 5.7 - BIG TUBES, LATERAL STABILITY DEEP V HULL

HUMBER OCEAN PRO 5.7 EVINRUDE 115 HP E-TEC 2-STROKE

Similar in build to the Ribquest was the well-established Humber Ocean Pro 5.7 m, a derivative of the original and much vaunted 'Humber Attaque' hull. This venerable design was first put into service by Humber back in 1978, since when it has been fettled and exponentially expanded to their current biggest model, a 15-metre monster! Still utilising the original lines from the Attaque, the latest Humber 5.7 promised to deliver a thoroughbred performance, and having spent many hours at sea in the original, I was keen to try it out. Built to the proven formula of a tough GRP hull strengthened by two full-length GRP-sheathed marine ply stringers and similarly constructed deck, commercial versions of this family RIB can be found doing stalwart service as rescue/dive/patrol/commercial craft throughout the world.

The Ocean Pro 5.7 is a capable-looking craft (although the bulbous nose did nothing to enhance her looks), with secure, comfortable seating in a typical sports/family interior layout. A raised anchor locker/sear cushion arrangement sits in the bow (something that a number of the test RIBs featured, although just who would choose sitting here at sea is difficult to imagine), along with a wide steering console featuring a two-man 'suicide' seat. With a tall windscreen and a substantial stainless-steel surround, the console provided good shelter for the helmsman/navigator, and like the Ribquest

580 and Sea Rib 580, the whole console top section hinged to allow good internal access to the electrics and instruments/controls. Two heavily sculptured 'jockey' seats with backrests provided comfortable and secure seating, although my taller crewmember, Julian, remarked that they would benefit from being 5 cm taller for his long legs (Humber have stated that seat heights were variable, depending on a client's requirements). Aft there was a particularly sensible and comfortable three-man bench seat, featuring padded armrests at each end, which provided good security for the occupants and, as with the other seats, a decent amount of storage. The wide beam gave a feeling of space, but the lack of a moulded splash well on this and some other craft on test could lead to water splashing over the transom when reversing into waves.

The handling and performance of the Ocean Pro were as expected: fast and predictable, with the best cornering/handling characteristics of all the craft on test, but then, having derived from a winning circuit race hull, that came as no surprise. Of all the boats on test, it was also interesting that, without prompting, Julian commented on how well the craft cornered and how stable it felt at speed. From previous experience with the seemingly far more responsive 2-stroke orientated Evinrude E-Tec 115 hp engine, we expected the Humber to post the fastest times under acceleration, but a strange initial hesitation from the engine allowed a couple of other RIBs to hit the 0 to 20/30-knot mark quicker! Although the fit and finish were not quite as sharp as a couple of the RIBs on test, in other respects the Humber Ocean Pro 5.7 ticked all the right boxes and offered sound value.





RIBEYE 550 FAMILY BOAT & ALL THE EXTRAS

RIBEYE 550 YAMAHA 115 HP 4-STROKE

The Ribeye 550 is an attractive RIB with a deep-V hull and an interior layout similar to the previous craft tested: bow cushion, one-man suicide seat with good grab handles, two one-man jockey seats and a three-man rear bench seat. Looking very smart in its light-grey/dark-blue PVC tube livery and stylish seating arrangement, the Ribeye certainly looks the part, and with the console and helmsman/navigator's seats set relatively well forward, there is plenty of rear-seat leg room. All seats were comfortable, and Julian particularly liked the appearance of the rear bench seat with its three independent backrests, although he did remark on how exposed he felt on the high seat base, particularly with no side supports. There was plenty of storage space beneath the seats, and all the mouldings appeared well finished, but the console was quite narrow in relation to other test RIBs, and the lack of dashboard space left little room for instruments and electronics. Also, because of its width, there was insufficient space for both of the helmsman's/navigator's legs to fit behind the console, and the exposed leg appeared to funnel air directly at the crew. Worse still, because of the lack of space, the steering wheel was positioned high up and offset towards the middle of the console, making helming a joyless experience and an ergonomic nightmare! One would never accept having to drive a car in this way, and it really surprised us that the designers of this popular and highly respected marque had not given more thought to the console/

helming set-up.

Forward seating/helming position aside, the performance of this relatively light craft fitted with a 115 hp motor was extremely rapid. Ribeye have put a lot of effort into perfecting their manufacturing techniques to make the craft simpler and therefore quicker to construct and assemble, and by utilising modern materials, adhesives and knowledge, they have managed to produce a lighter and more rigid monocoque hull/deck structure. On the water this translates to extra performance for less horsepower and, theoretically, improved fuel consumption. The 115 hp Yamaha gave electrifying acceleration off the mark, and the Ribeye would probably have posted the highest top speed had we been able to exploit its top-end performance. Sadly, this we were unable to safely accomplish, the craft getting into such an unstable high-speed 'chine walk' (a phenomenon that makes a craft bounce from one side to another, usually at high speed) that we had to back off for fear of throwing one of us out. Either there was something wrong with the set-up of the craft, or she was just simply overpowered, and after speaking to Ribeye about this, they admitted that the 550 is better suited to a maximum of 100 hp. (This was a customer's boat and hp of his choosing). Whether a 16 kg weight saving coupled to a reduction of 15 hp would make such a difference we can only speculate, and we have to report on what we find about a product on the day of the test, but in all other respects the Ribeye handled as expected, and it was frustrating that we were unable to properly exploit this craft's full potential.



BRIG EAGLE 500 MERCURY 60 HP EFI 4-STROKE

Our next craft, the Brig Eagle 500 fitted with a Mercury 60 hp, was the smallest and least powerful on test and was simply laid out, with a small aft-mounted steering console with a large windscreen, and a one-man 'suicide' seat forward. Although there was only upholstered seating for three, there was a large moulded raised deck/locker section forward which would normally have a cushion fitted to provide additional calm-water seating. A lightweight double A-frame graced the stern, and there was a GRP bow moulding fitted with a cleat/roller arrangement for anchoring. With good storage under the bow locker and additional storage under the console and aft seat, there was plenty of space for 'stuff'.

While the finish of this small and quite narrow craft was reasonable, the handling was not; in fact, I would go so far as to say it was positively scary and unacceptable in its presented state. With the engine's trim fully down, as soon as the throttle was opened to try and put the craft onto the plane, the weight of the aft-seated crew and relatively heavy Mercury 60 4-stroke caused the stern to dig in and the bows to point skyward. With us both sitting on the aft helm seat there was no way the craft would get onto the plane, and after a number of attempts, Julian reluctantly positioned himself on the forward console seat so we could get on the plane and conduct the handling/speed tests. Once

on the plane, the little Brig shot off like a scalded cat and posted a respectable top speed, but this was at the expense of a very brave (naïve) and white-knuckled Julian, who through gritted teeth and expletives boldly held on to allow at least one two-way speed run. While still on the plane, Julian relocated to the relative safety of the helm seat alongside me as we attempted to carry out another two-way speed run, but it was to no avail, as the craft threatened to deposit us both into the 'oggin', and we abandoned another attempt in the interests of self-preservation.

We know the Brig Falcon 500 is a popular craft throughout Europe, but we can only assume that these have additional weight in the bows and a maximum of 30 to 40 hp on the back. As an inexpensive introduction to boating, the Brig Eagle 500 could be a good starter RIB if it was fitted with a suitable motor, but as it was tested with the heavy Mercury 60 4-stroke we would not recommend anyone to consider this set-up as a safe family outfit. When discussing the poor handling characteristics with Brig importers Wolf Rock Marine, they were at pains to point out that the craft was hurriedly readied for the test and that the loose 22-litre fuel tank should have been located under the forward console seat and not right aft behind the helmsman's seat. Evidently all the latest Falcon 500s will have a revised rear buoyancy tube arrangement and fuel tanks mounted forward to help alleviate the stern bias issue, and with a smaller engine, this should go some way to solve the trim issues. (Eds addition:



following the test, Brig reported that the hull was full of water caused by deck plugs not being installed whilst the boat was on its trailer in their yard. The consequence was rain water got into the hull and on the day of test this affected the performance).

BRIG 500 - POPULAR CRAFT WITH FIRST TIME BUYERS





FEATURE MULTI RIB SUPER TEST



SEAPRO 560 - COASTAL/HARBOUR TRANSPORTER WITH FEW FRILLS

SEAPRO 560RS MERCURY 75 HP OPTIMAX 2-STROKE

Not the smallest RIB on test, although it certainly felt one of the lightest, both when wrapping one's knuckles on the hull (not the most sound method for checking the quality of build) and when out on the water where, despite having the second smallest motor, a Mercury OptiMax 75 hp, the acceleration was comfortably the quickest of our assembled test fleet. The most basic of all the craft, with a simple steering console mounted amidships and one and a half-man bench seat with no backrest, this was definitely as basic as one could get. Raised lockers/seat bases are part of the one-piece moulded deck (the cushions and helmsman's backrest were absent for the test), and there are good lifelines/fabric handles along the length of the tubes. Evidently these Chinese-manufactured RIBs are selling very well, and despite the hull and tubes being finished in a very uncommercial white, there was a certain practical, simple, chunky appearance about the craft that appealed. The large-diameter PVC buoyancy tubes and deep interior gave the Seapro 560RS

the impression of being able to carry a significant amount of weight, and to this end it would probably make a good dive boat and load carrier, but without proper seating, particularly as it was presented to us for testing, we would not recommend this as a family sports RIB!

As mentioned, the interior was basic, with nowhere to securely sit passengers or, for that matter, even a helmsman/navigator. With no backrest on the narrow bench seat, the craft was not suitable for high-speed testing; however, we had to try, and as it turned out we achieved some good performance figures, but not without incident! Julian realised he had to hang on, because without a backrest he could easily slide off the seat and onto the deck with his back against the transom which, despite his best efforts, is exactly what happened. Neither of us expected the 0 to 20 and 30 knots time to be so quick, but then, weighing in at just 600 kg all up, it shot away to its scary 35-knot top speed, literally flying off the short chop in an almost uncontrollable fashion. The RIB sat at rest with its tubes firmly in the water, making for a very stable platform, but when under way and cornering at speed, the propeller



cavitated, slowing the craft until the throttle was eased to regain grip, and because of this and the lack of proper seating, it was not possible to conduct any meaningful cornering assessment.

Fitted out correctly, the Seapro could offer an inexpensive option in this hotly contested section of the RIB market, but as to the longevity and resale value, one could only speculate, and a wise buyer would obviously have to take this into consideration when parting with their money.

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FEATURE MULTI RIB SUPER TEST



SEARIB 580 SUB SUZUKI DF115 HP 4-STROKE

This Portuguese-manufactured craft gave the impression of substance over style, and looking at its purposeful hull shape, I commented that it bore a remarkable resemblance to a very well-respected RIB from our shores. There, however, the similarity ended, for unlike the UK product, this craft was squarely aimed at the leisure market, having a one-piece moulded deck arrangement that shouted 'Mediterranean style'!

With a typical continental interior, the Sea Rib 580's steering console is mounted aft, with a two-man helmsman's bench seat sitting on top of a large moulded locker which forms part of the transom splash well. Forward is a large raised forward anchor locker, and to starboard a curious, narrow locker which formed part of the moulded deck. The colours of dark-blue tubes and medium-grey GRP did nothing for the appearance of this solidly built RIB, which is a pity, for she is well constructed and looked capable of providing her crew with a safe, comfortable ride. Evidently there is a long infill section that attaches to the anchor locker and sits on top of the high internal deck flange that runs along the interior of the craft. This section has a cushion and is designed to provide a sunbed facility, but in choppy seas this would be untenable, so where does anyone, other than the helmsman and navigator, sit when cruising in typical UK choppy waters? There was sufficient space for a second two-man seat just ahead of the console, and the importers, Mainsail Ltd,

SEARIB 580 CONTINENTAL SEA GOER

confirmed that one could be sourced and fitted as an option. For my money, I would have a second seat over the sunbed any day, but then I suppose it depends where and how the boat is to be used.

Apart from an accessible under-deck 90-litre fuel tank and 'a water pump kit', which is listed as standard but we never found out what it was, that is the sum total of this craft; but it did have hidden depths. Firstly, it is very well constructed and nicely finished and gave the impression of being able to take the rough with the smooth. The heavy-duty Hypalon tubes were large in diameter, with a wide double rubbing strake and plenty of grab handles, and fitted with pressure release valves. Julian liked this RIB: he felt safe and comfortable when we were carrying out the performance/handling tests, and I endorsed his feelings by putting this craft among the top three for handling and ride. With a revised seating arrangement, this relatively unknown Sea Rib 580 Sub would certainly be up there with the established makes in terms of quality, and may even challenge a number of them when the going gets tough.

WHILE THE VENUE WAS IDEAL, THE WEATHER WAS MOST CERTAINLY NOT, WITH HEAVY OVERCAST SKIES, STEADY RAINFALL AND AN INCREASING BREEZE.



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RIBCRAFT 5.3M PRO SUZUKI DF 100 HP 4-STROKE

Renowned for their tough, seaworthy range, Ribcraft have a reputation for no-nonsense, properly constructed RIBs, and this little 5.3 m was no exception. Looking very distinctive in its black and yellow livery, unlike the other craft on test, the Ribcraft's interior was fitted solely with jockey seats, with the one-man helm seat/console arrangement, constructed from high-tech carbon fibre, mounted well forward in the craft. Two additional two-man jockey seats were positioned side by side, and there were three wrap-around backrests to secure the crew. Personally I like this seating configuration, but certain crew prefer not to sit with legs akimbo, and families may find the lack of a bench seat not so accommodating for small children.

The driving position was spot on, the console/windscreen offering good protection for the helmsman and providing excellent ergonomics with plenty of space for instruments. The rear passengers sit comfortably on the properly upholstered seats, and because they are sitting up high and to one side of the helmsman, they get a good all-round view of proceedings. A large-diameter powder-coated A-frame-cum-wakeboard/ski post dominates the aft section of the craft, and unusually there is an interesting anchor-coiling arrangement located just in front of the transom. Right up in the bows is an under-deck locker, and there is additional storage beneath all the seats. A good non-slip deck surface, coupled with good handholds throughout the craft, made for a secure-feeling RIB, and for such a compact package, this workmanlike craft felt incredibly capable, safe and bigger than her small 5.3 metres.

RIBCRAFT 5.3 - FULL ON ADVENTURE

Under way she performed and handled in the manner we have come to expect of these respected RIBs, and one could more or less do anything with this craft and get away with it, so secure was the handling and such was the sense of confidence inspired by the package. We know from long offshore trips (including successful round-Britain and round-Scotland challenges) that small Ribcrafts are immensely capable, but whether this particular layout would suit a family is debatable. Ribcraft were quick to point out that this 'Pro' model is fitted and laid out for specific duties, and that an alternative layout, without the expensive carbon-fibre console and with the option of bench seats, is available.

This is the first multi-RIB test that we have carried out, and it was interesting to compare similar-sized RIBs in exactly the same piece of water and environment with the same crew, while having an inexperienced 'layman's' viewpoint on each craft to see how he reacted as he compared each boat/engine package. Despite the outline requirements for the test, inevitably there was quite a variation in boat size and design, but what really surprised us was the marked difference in how the various craft performed and handled. It was also interesting that all but a couple of the RIB suppliers informed us that the craft supplied were either not set up ideally for the test, had not been tested prior to the test, or had the wrong engine for the test.

Paul Lemmer

BALLISTIC 5.5M

TECHNICAL DATA

Model: 5.5m Ballistic
Length Overall: 5.5m
Width: 2.3m
Weight: 950kg's (Inc trailer and engine)
Persons Capacity: 7
Max hp: 115hp
Recommended Engine: Evinrude E-Tec 90hp
Tube Diameter: 480mm
Number of Chambers: 5
Max Load Capacity: 700kg's
Tube Material: PVC
CE Category: C
Warranty: 3 Years manufacturers

PRICES (inc VAT)

As tested: (Ex demo) £27,200

MANUFACTURER - UK DISTRIBUTOR

JBT Marine
Tel: 0870 9089336
www.ballisticribs.com

BRIG EAGLE 500

TECHNICAL DATA

Length overall: 5.0 m
Width: 2.30 m
Weight: 600 kg inc motor etc
Persons capacity: 8
Max hp: 90 hp
Engine: 75 hp
Tube diameter: 50 cm
Number of chambers: 5
Max load capacity: 1000 kg
Tube material: PVC
CE category: C
Warranty: 5 years tubes, 1 year boat & ancillaries

PRICES (inc VAT)

As tested: £13,950

MANUFACTURER - UK DISTRIBUTOR

The Wolf Rock Boat Company
Tel: 0044 1548 855751
www.buyarib.com

SEARIB 580 SUB

TECHNICAL DATA

Length Overall: 5.72m
Width: 2.5m
Weight: 650kg (with motor etc)
Persons Capacity: 10
Max HP: 140hp
Engine: DF 115HP Suzuki
Deadrise 'V' @ transom 22.5 degrees
Tube Diameter: 50cm
Number Of Chambers: 6
Max. Load Capacity: 1400kg
Tube Material: ORCA Hypalon
CE Category: C
Warranty: Hull & tubes 5 years.
Engine 2 years pan european

PRICES (inc VAT)

As tested: £22,950

MANUFACTURER - UK DISTRIBUTOR

Mainsail Limited, T/A Sea Ribs.
Tel: 01983 20090
www.searibs.co.uk

HUMBER OCEAN PRO 5.7

TECHNICAL DATA

Length overall: 5.7m
Width: 2.34 m
Weight: 880 kg (with motor etc)
Persons capacity: 16
Max hp: 150hp
Engine: 90 hp - 115 hp
Deadrise 'V' @ transom: 25 degrees
Tube diameter: 48 cm
Number of chambers: 5
Max load capacity: 1550 kg
Tube material: Hypalon
CE category: C
Warranty: 1 year

PRICES (inc VAT)

As tested: £23,300

MANUFACTURER - UK DISTRIBUTOR

Humber Ribs
Tel: 01482 226100
www.humberribs.co.uk

RIBEYE A SERIES 550

TECHNICAL DATA

Length overall: 5.50 m
Width: 2.28 m
Weight: Total 793 kg
Persons capacity: 10
Max hp: 115 hp
Engine: 100 hp
Deadrise 'V' @ transom: 24 degrees
Tube diameter: 46 cm
Number of chambers: 5
Max load capacity: 1000 kg
Tube material: Hypatex
CE category: B
Warranty: 5 years boat and engine

PRICES (inc VAT)

As tested: £26,895

MANUFACTURER - UK DISTRIBUTOR

Ribeye Ltd
Tel: 01803 832060
www.ribeye.co.uk

SEAPRO 560 RS

TECHNICAL DATA

Length Overall: 5.6m
Width: 2.26m
Weight with engine: 600kg
Persons Capacity: 11
Max HP: 90
Engine: 75hp
Deadrise 'V' @ transom: 22 degree
Tube Diameter: 25cm
Number Of Chambers: 5
Max. Load Capacity: 900kg
Tube Material: 1100 Dtex pvc
1.4mm thickness
CE Category: C
Warranty: 3yrs

PRICES (inc VAT)

As tested: £12,099

MANUFACTURER - UK DISTRIBUTOR

Marine Imports UK Ltd
T: 0161 790 7678
www.seaproboat.co.uk

RIBQUEST 5.8

TECHNICAL DATA

Length: 5.88 m
Beam: 2.34 m
Max hp: 150 hp
Engine: Yamaha 115
Max load: 12 persons
Weight: 950 kg
Hull: Deep V
Deadrise 'V' @ transom: 24 degrees
Tube diameter: 460 or 500 mm
Tube material: Orca Hypalon
Custom built to order: Layout - Hypalon and GRP colour optional

PRICES (inc VAT)

Boat tested: £27,996

MANUFACTURER - UK DISTRIBUTOR

Ribquest
Tel: +44 (0) 1246 411366
www.ribquest.com
sales@ribquest.com

RIBCRAFT 5.3 M PRO

TECHNICAL DATA

Length overall: 5.3m
Width: 2.33 m
Weight: 780 kg with engine & fuel
Persons capacity: 8
Max hp: 100 hp
Engine: 60-100 hp
Deadrise 'V' @ transom: 24 degrees
Tube diameter: 50 cm
Number of chambers: 5
Max load capacity: 1500 kg or 8 persons
Tube material: Hypalon
CE category: B
Warranty: 5 years hull and tubes

PRICES (inc VAT)

As tested: £27,500

Extra for Carbon console and seating £7,500

MANUFACTURER - UK DISTRIBUTOR

Ribcraft Ltd
Tel: 01935 411846
www.ribcraft.co.uk