

THE YEAR'S END

Hugo Montgomery-Swan reviews the performance of the Tornado 8.5 and its ancillary equipment at the end of the season in which it was used by the RIB International Team

POLISHING COMPANY CLEANING SOLUTIONS.

How did we keep Tornado One sparkling clean this season? By means of the Polishing Company's 303 and Revive X products, that's how! We asked professional valet, Brett Buckland, to give 'Tornado One' a special end of season spring clean and asked him for his opinion of the Polishing Company's products.

"I found the Polishing Co's 303 spray to be very effective at cleaning and 'enlivening' the boat's synthetic fibre upholstery as well as the its stainless steel work. The pump and spray bottle made application very simple, and just needed a wipe with a cloth to give immediate and noticeable results. The polyurethane sponsons and rubber straking shone with a superb lustre after the application of 303. The other product in the range supplied by the Polishing Company was Revive X. This proved very effective at removing the more stubborn stains and marks on the RIB's GRP surfaces. Only a few small wear and tear marks on the lower section of the transom refused to budge, but these were relatively minor blemishes anyway. Giving the 8.50 Tornado a full valet with these products took me approximately 3 hours, and when finished, I was very happy with the results. Without wishing to blow my own trumpet, I have to say that the boat looked in 'show-room' condition. Though both products are clearly high quality cleaning solutions, speaking professionally, I would use and recommend Revive X as its power to both clean and restore was superb. Not only that, but these Polishing Company products will assist greatly in the protection of your RIB's hull from the rigours of UV and seawater".

Brett Buckland. Help At Hand Cleaning Services.

After its full valet, courtesy of the Polishing Company's products, Tornado One was left out in the yard for several weeks, in all weathers, without its full cover. The 303 and Upholstery Protector sprays proved a highly efficient UV barrier as well as a weather protection shield for all the boat's surfaces. Two months later, the hull only needed a cursory once over to bring it back to its pristine condition.

**Contact Polishing Co. www.thepolishingcompany.com
Tel: 01379 640 208**



SUPERPUMP.COM

One of the most useful products on the market for RIB owners, both private and professional, has got to be the Super Pump from superpump.com. Actually, we have used this siphon pump for several seasons now and have come to regard it as being an essential item to include on the boat's inventory every time we put to sea. As many of you will appreciate, the fuelling of petrol powered RIBs in particular can be a real problem when no waterside pumps are available. But when one has to resort to jerry cans, transferring fuel to boat tanks can be messy and very time consuming. With just a shake of the relevant end, the siphon action of the Super Pump's pipe comes to life providing a non-stop supply of fuel straight into a RIB's on-board tank at a rate of approximately 5 gallons every 3 minutes. The Super

Pump really is a brilliant product - simple, effective and inexpensive. A must have!

Julius Stelma for info
www.superpump.com

ROPEWORKS CORDAGE

Ropeworks are a company who supply ready-made ropes, anchor warps, mooring lines and stretch ropes via an online ordering service.

Their standard stock list provides a comprehensive selection - sufficient I think to suit most needs, but Ropeworks will also custom-make according to a client's own specification. Ropes and warps are, as we all know, fiendishly expensive for what they appear to be. We have to trust our life savings in the form of our beloved RIBs to ropes, and sometimes even our lives, so quality is paramount and there is no point in skimping. Always buy the best and, in terms of length, it's prudent to purchase a couple more metres than you think you'll need. The service Ropeworks provides is fast and efficient and the cost of their products is very competitive indeed. Above all, the quality of their output is superb and the company rightly deserves its place as a first class supplier of cordage to the international marine market. So, when you need such gear, check out the Ropeworks website for further details.

www.ropeworks.com.sg





GECKO HELMETS

Gecko Helmets have become the undisputed leader in marine protective headgear. From their workshop in deepest Cornwall, Dean Bunker and Geoff Sacree have worked hard to develop the company's product range by working closely with such eminent experts as Doctor Howard Oakley of the MOD, and, also by listening carefully to the feedback of their customers. In its original form, the Gecko was a pretty basic item that was at best, uncomfortable and not very practical to wear. However, the 2006 range and in particular the RIB helmets Gecko produce, are a different thing altogether. These helmets feature an inflatable inner head surround that can be adjusted to the wearer's proportions. Thanks to the helmet's internal materials, these helmets can be dowsed without soaking up or retaining the wet. A full-face flip-up visor protects against the elements and removable ear lugs allow for natural sound to be heard through the shell of the helmet. If there is additional need for communication between crewmembers, then Gecko will also integrate intercom and even VHF functionality within the RIB helmets. All their systems are waterproof and sufficiently rugged to withstand the rigours likely to be experienced when used aboard open powerboats of this type. The high-tech materials used in the helmet's construction ensure great weight saving so their design puts little or no pressure on the neck or upper body frame. I have worn these helmets for many hours at sea on extended voyages without any difficulty at all. Furthermore, the Gecko is designed in such a way as to minimise neck injuries in the case of high-speed MOB accidents. If you have questions regarding special requirements etc, you'll find the team at Gecko very approachable and eager to listen to you. This is a product that benefits from a program of constant refinement and development - and one that can boast to having been proven on the heads of both private and professional users for a good few years now.

www.geckohelmequipment.com
T: 01288 355 988



DRYSUITS: TYPHOON & TRIDENT

The Typhoon WOSS suit has been reviewed by us more than once over the years, so I don't feel it necessary to repeat myself. The suits feature breathable panels, fitted boots, latex seals, single leg pocket, wear patches and come with a front angled zipper. They also come in plain black livery or, as we have chosen, with black lower and yellow upper. The fabric itself is supple and warm to the touch, unlike many suits which have a distinctly thin, plastic-like feel about them. The Water Operations Surface Suit has been made primarily for the commercial market, so its construction ensures suitability and durability for a whole range of maritime roles including FRC, lifeboat, offshore rescue and military. For those who enjoy offshore ribbing, the Typhoon WOSS is pretty much unbeatable in terms of comfort, functionality and cost. Over the years I have tried a whole array of dry suit brands, but I have yet to find a better one for our particular use than the Typhoon.

Typhoon www.typhoon-int.co.uk T: 01642 486104

One other dry suit we did trial this season however, was a suit specially made for us by Trident. Again, it was semi-breathable and didn't lack features - suggesting that much thought had gone into the needs of the intended 'end user'. Mind you, it didn't help that following the all important passing on of vital statistics, (I had informed the gentlemen on the phone that I was of medium build and 5'10" in height,) they apparently assumed that the 5'10" was the distance from my crutch to the crown of my head! The result was that the thing was proportioned to more suitably accommodate an anaconda than a human, and came with enough unwanted fabric to make another entire suit! The nail in the coffin came, however, on its very first outing, when the suit's seals fell apart and rendered this 'mighty long object' entirely useless. So back it went to the factory from whence it came, to be followed by an uneasy silence on the part of both sponsor and sponsored...

Trident <http://trident-uk.com> T: 0191 490 1736

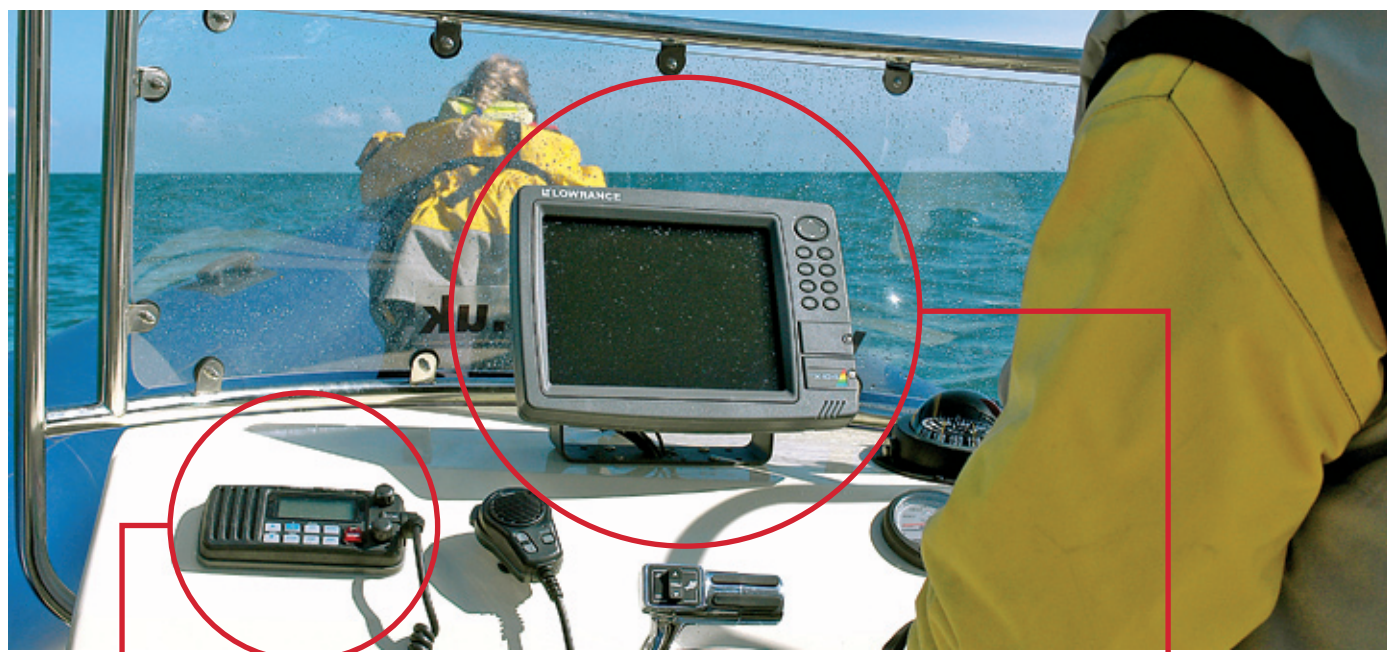
GME EPIRB

For anyone contemplating offshore passage making, including cross-channel trips, the matter of safety has to be paramount. Compared to even 10 years ago, the whole aspect of safety has improved beyond all recognition with the result that 'ribbing', as it is known in some circles, has become all the more attractive to a greater number of people. Why has safety made it more accessible? For instance, huge improvements in engine technology mean that the days of unreliable outboards billowing great clouds of blue smoke are a thing of the past. VHF radios that not so long ago had to be housed inside specially made waterproof boxes to protect their frail bodies are, thankfully, no more. Emergency Position Indicating Radio Beacons (EPIRBs) that were once the prerogative of either the rich, the immensely serious minded, or the uncompromising professional mariner, are now readily available

in virtually every decent chandlery, and now wholly affordable. The recently launched MT 400 EPIRB from GME and their distributors, SM Group of Plymouth, retails at a suggested price of just £350. This sophisticated, but reassuringly uncomplicated, 406/125MHz transmitter is a superb piece of kit to carry aboard any RIB thinking of venturing beyond the 12 mile limit - a true belt and braces addition to the boat's essential inventory. Thankfully, I cannot testify to having needed its capability this season, but when considering the fact that both VHF and flares have their distinct limitations in attracting attention in an emergency, a 406 EPIRB of this type on the other hand has the means to save your life like no other device available. One additional postscript I would like to make regarding EPIRBs, is the advice to register your set with the MCA. This means that if you do get into trouble and need to

activate the device, your particulars, along with the boat's details can be automatically identified. Such information obviously proves invaluable to the authorities charged with the responsibility of saving life at sea.





ICOM VHF RADIO

As mentioned, marine communication systems have advanced hugely over the last few years and no other company has driven technology harder or probably invested more in the continuous development of this type of hardware than the Kent based company Icom. Besides making systems for use in aviation and orienteering etc, Icom have secured an enviable position in the marine market which sees the brand being the preferred choice of the RNLI, MCA and other professional bodies. In fact, few distinctions exist between sets sold to the 'pros' and those you and I might purchase as a private RIB owner. One function currently only found on the 'professional' kit is DSC, (digital select calling,) an automatic GPS based distress calling system. Apparently all sets will soon carry this one-button-push distress alert when Channel 16 is no longer recognised by the MCA as the prime means of raising help. The IC M421 model fitted to Tornado One this season does in fact feature a DSC function, which to date, we have not had to activate. The set's waterproofing is superb – in fact, the makers claim it can be immersed to a depth of 1 metre for 30 minutes. Having taken as much sea spray and weather as the elements could possibly hurl at it, along with dozens of hosing downs, never once did the set or its hand mic ever give a moment's trouble. The twist dials enable one to switch channel cleanly and effectively with the information being clearly shown on the 25x63mm LCD display to the front face of the set. Other information such as GPS position and TOD are also shown here. The display is totally daylight viewable and well matched to life aboard a fast moving RIB. It's worth pointing out that the IC-M421 has a flush mount body and compact front panel that make it ideal for installation in a steering panel or bulkhead. Along with DSC compatibility, the IC-M421 has other essential facilities, such as all channel access, dual and tri-watch and fast scanning. The radio comes with a standard waterproof remote function microphone to provide instant channel selection. Measuring only 164(W) x 78(H) x 139.5(D) mm the IC-M421 is an ideal fixed VHF set for RIBs of all sizes. It is clearly thoroughly well manufactured wholly suited to use aboard open powerboats and at £289.95 inc.VAT is very affordable into the bargain

Icom www.icomuk.co.uk T: 01227 741741

LOWRANCE CHARTPLOTTER

The LCX-104c has been the main navigation system aboard Tornado One throughout the season. In fact, we have used this company's product consistently over the course of twelve years now. Over this period of time we have found it to have good daylight 'viewability', to be rugged and totally weatherproof, and able to take an unbelievable dose of shock loadings without giving as much as a twitch. It is marketed in the UK by Silva Ltd, - a number of whose staff are keen RIB enthusiasts. As for our LCX-104c (a unit that has now been superseded by the LCX-1104c), is Navionics compatible and can accommodate all the latest electronic navigation software and so provide the most astonishingly detailed information and cartography. This detail is enhanced by the 104c's colour display, and in the case of the latest 1104c, by its super-high resolution, sunlight readable, 256-colour, TFT, SVGA screen, which by all accounts has the finest clarity and daylight definition in the world. The 10.4 inch display is well suited to RIB use, especially when reading the live chart, but when navigating 'blind' by night, we found the system really came into its own and provided a high degree of navigational accuracy. It is said that 80% of fish are found in only 20% of the water; that being the case, the excellent and highly advanced graphics on the fish-finding facility on these LCX models, will be all the more attractive to RIB owners seeking a catch. The Sonar mode of the unit can be customised (ie font size etc,) and be reduced to provide a sight of the other functions via a windows display. The only criticism I would make about the Sonar is that it failed quite consistently to continue relaying data above 35 knots. The LMS and LCX models offer the option for the user to record the echo-sounder signal/readings which, via the unit, can be played back on your home PC with even the option of fine-tuning such things as sensitivity and clarity on screen. On the plotter side of things, via www.lowrance.com it's also possible to download a free Product Emulator. By inserting a Navionics MMC card into a MMC card-reader and selecting 'Emulator', one can load waypoints and routes from the comfort of the living room onto the Lowrance plotter itself. This gives fantastic benefits to those into RIB cruising - whether they be compiling a passage plan in home waters or seas truly foreign. Thanks to the easy menu system and straightforward function process, I found the LCX-104c to be a very logically thought through piece of hardware - one which delivered all the information we required clearly throughout 2005.

Silva www.silva.se/marine T: 01506 406 277

HELLY HANSEN LIFA CLOTHING

Helly Hansen is a company with a much-respected name as a supplier of quality specialist products to the marine industry, and over the years we have worn their kit on a regular basis. The basic requirement of any clothing designed for extreme environments is that it keeps those inside it warm and dry. It must do this without restricting movement, without making the wearer uncomfortable, and without too much weight. My wife Michaela feels the cold like nobody else I know and so provides the ultimate test for clothing. Would Helly Hansen rise to the challenge? Helly Hansen's LIFA is made through a special fabrication process that works from the inside out. Described as the driest fibre on earth, it can't absorb moisture so it moves excess heat and sweat away from the skin, to give all-day dryness and a comfortable temperature. LIFA base layer technology acts as a soft and comfortable 'second skin', great for anyone who spends hours at a time in the outdoors. A non-bulky outer fleecy

layer completes the weatherproofing. Michaela found the inner layer not only practical, but versatile also. When ashore and in a warm environment such as a restaurant, the outer fleecy layer could be removed to reveal the well designed and sporty inner layer. Helly Hansen tell us that LIFA base layers are available in three weights for different conditions: LIFA Sport, a light base layer for high-intensity activities all year round, ProWool with a merino wool blend for colder conditions and Versa active tops for warmer weather. The garments are well made, wash easily and are stylish with a distinctively feminine cut. So, did they keep Michaela warm? Well, the answer is yes - they proved very effective. But one word of caution, the inner layer is intended to be your 'second skin' and must fit snugly, so get the size of the garment just right.

Helly Hansen www.hellyhansen.com T: 0115 960 8797

MERCURY VERADO

I have said much about the Verado's technical wizardry. People, particularly in the industry, have been asking me all season, what I really thought of the Verado. When I repeated my views, it has often given rise to a knowing smile, as if to say, "c'mon tell us the truth - we won't tell". Well, all right then, here comes my real opinion.

The 250hp, 6 cylinder, Verado 4-stroke has performed without fault. Following its transom height adjustment at the beginning of the season, it has pulled the revs and delivered the knots. Cruising comfortably in the mid-rev region of 3500, she propels the heavy 8.50m Tornado at 35 miles an hour with 4 to 6 persons up - and economically too. Her super-charging feature provides truly unrivalled smooth-power acceleration. To appreciate what I mean, try to imagine training your right arm to feather a throttle in the same way your right foot has learnt to drive a car. The Verado is that responsive and when moving the boat in a confined space, such as a marina, the engine's instantaneous response takes some getting used to. Also get used to being completely unable to hear any engine noise at all below 2000rpm and often at even higher revs depending on the sea conditions. If like me, you 'fly' a RIB more by ear than by sight of the dials, then this takes a period of adjustment. The Verado's fly-by-wire technology provides the silkiest throttle shift I have ever come across on any engine - and I mean, any engine. Because of its non-mechanical means of control, it will even let you throw the throttle from 'full steam ahead' straight into reverse, without even the slightest damage to the cogs under the hood - allegedly...

"It's very American though, don't you think? So big and brash" is another comment that's come my way. Well, bearing in mind it owes its concept and design to the top techno developer at Porsche, the Verado could rightly claim to being as much European as American. As to its looks - well, everywhere we've taken Tornado One, people have stopped and stared in wonder at the black beast hanging on its tail. Beauty may be in the eye of the beholder, but style is quite different - an ephemeral quality, hard to define. The acid test of any outboard's styling must be how well it looks married to its intended partner - the RIB. The Verado scores big time in the looks and style department. However, it might be a perfect engineering concept, but it does have its faults. For instance, the throttle lever may be as sensitive and fast acting as the gas pedal of a Ferrari 340, but it has no locking clutch; if you happen to knock it inadvertently, you'll be leaping off as quick as the Ferrari! If you haven't attached your kill cord, the result doesn't bear thinking about. So beware; this is a real danger especially if the throttle is mounted in a vulnerable position such as on the helm console face between cox and navigator.

The RIB International office has received a large number of calls during the season from readers wanting to know more about our experience with the Verado, and wanting to give us their views after having bought one. The feedback on the whole has been very positive. However, one reader from Ireland with a new cabin Redbay reported that the Verado's pleasant 'sing' whilst in an open boat became a super-charged whine in the cabin. In the enclosed space, the noise intensified to the point where it became intolerable. This could of course be due to a number of reasons, and I understand Barrus are looking in to the phenomenon with the aim of providing a solution.

EP Barrus www.barrus.co.uk T: 01869 363636



TORNADO 8.50 RIB

The 8.50 Tornado used by RIB International this season was rigged specifically for cruising. Accordingly, the specification included a 400 ltrs long-range fuel tank, four jockey seats each with dry lockers within, and a three person bench seat in the stern with fully dry storage capable of taking at least three large bags of clothes/kit. The deck, like all Tornados, is completely self-draining via large transom drains whilst the transom-well carried a large capacity bilge pump. A substantial double arch mast fashioned in stainless steel carried the necessary navigation lights, radio mast and GPS antenna, and a s/s bathing/access ladder. Despite my initial reservations, this ladder actually proved very useful. A large helm console, with much surface room, housed the Lowrance and Icom gear, main switching panel and Verado engine dials. It also housed the throttle control, set centre left of the wheel - a position that was comfortable whether driving the boat seated or standing. The console's high wind screen with s/s steel grab rails on its surrounds was reasonably effective. It could benefit, however, from having its design altered to provide more in the way of a return or wrap-around to deflect the flow of wind away from the side of one's face. In actual fact, I have found very few RIB windscreens to be really effective in this regard.

Whilst the main deck area is reasonably full with the seating pods and the helm console, the fore deck remains clear save for the stowage seat on the front face of the helm console, and the raised anchor locker, (the generously sized interior of which is accessed by a Lewmar deck hatch). Whilst the seat upholstery throughout was very good indeed, the forward stowage seat proved particularly annoying as it retained water and was quite unusable as a seat. The deck of the boat was finished in Treadmaster non-slip matting, not the most handsome of products but functional nonetheless. One really big plus in the Tornado's favour is its low-set deck or high tube/gunnel height. This means that safety is extremely good - especially with families on board. In fact, it's almost impossible for children to fall overboard from one of these boats, and having two small children to keep our eye on when out as a family, we found this to be very reassuring! Speaking of the tubes, these are polyurethane as opposed to hypalon, and I have to say I was most impressed with this material. The tubes were very well made with no irregularities and came complete with bow anchor-warrior roller, lifelines, rubber cleats and pressure release valves. The beauty of polyurethane is that it does not stain or discolour like hypalon. Furthermore, it responds well to cleaning, and being ►



SNIPES BOAT TRAILER

Trailers can often suffer from being treated as 'poor cousins' amidst the attentive and often all consuming relationship we have with our RIBs. Let's face it, they are abused and often misused with little consideration being shown to them until the day they get their own back on us and break down. Usually, this breakdown is a wheel seizure of some kind, brought about by binding brakes or failure of the bearings within the wheel hub. The invariably result is a trailer not budging from the position it was last left in and therefore spoiling our plans to go ribbing that day. However, wheels seizing up can also cause a much more serious incident. I have known at least two occasions when friends of mine have looked out of their window whilst driving down the motorway, only to be greeted by the horrific sight of a RIB in the outside lane about to over take them! Yes, wheel seizures can provide all manner of exciting incidents at speed and is why, in regular issues of RIB International, the likes of Messrs Lee-Elliott and Mallett continue to 'bang on' about the need for preventative maintenance and proper trailer care. Nevertheless, a good trailer can save you many problems and go a long way to ensuring that your waterborne investment is well cared for. The roller trailer R26-3000 model from Snipe

which we used this season was a really well engineered and sturdily built piece of kit. Amongst its many attributes was its faultless road handling which meant it towed as straight as a dye. On no occasion did this twin axled baby give the slightest sign of being twitchy about transporting the 2 ton Tornado. The galvanised steel frame of the R26-3000 is immensely strong with its 2300 kg payload capacity. The extendable trailer board arms, the cable guides and items like the snub stanchion, the winch mechanism and the jockey wheel are all robust and well made. When launching and recovering, the roller cradles worked beautifully - not only guiding the craft back on to the trailer perfectly aligned, but also making slipway launching a joy. Our preferred choice for slipway launching was to drive the boat off and on using the outboard - the Snipe was well suited to this. Receiving little more than regular fresh-water flushings and a spot of grease, no mechanical problems or shortcomings were encountered at any point during the season and hence I regard the Snipe R26-3000 as being a thoroughly well made conveyance for Tornado One.

Snipe Trailers www.snipetrailers.com T: 01543 374 932



impervious to scuffs and the like, always looks smart and tidy. The standard of fit-out, overall finish and the choice of materials used was very high indeed. Tornado can be rightly proud of their product in this respect. Performance wise, the power to weight of the 250hp to the 8.50 length RIB was a little borderline, in the sense the boat is a heavy offshore type and with a full complement of people up, could probably do with a 275hp or even a 300hp on the transom. (See the article, 'Seriously Slimed' as featured in issue 66.) But then again, it was perfectly adequate for our needs, propelling most loads along at a maximum speed

much anything. I was grateful of such abilities last February when my son Tom and I ran out to the Eddystone Lighthouse to get some rough water photography. We ran out the 20 miles or so offshore with a force 5 on our tail without incident. The shoot went well and I was just about to click the shutter on the very last shot when the RIB was hit by a blast of wind that nearly knocked me off my feet. Tom immediately put our bows to the sea and as quickly as possible we stowed the gear away and set our sights for the distant shore. A dangerous and unexpected change in the weather meant the blow was now a good force 7 directly on

seas and topping 45mph it was clear she was suffering. She was flexing to a very noticeable degree, to the extent that the seat pods and lockers were creaking as they strained to keep their rigid contours on a surface that was moving beneath them. It was not only possible to feel the deck flex, but also to feel it spring back again upon impacting a head sea!

It would appear that the Tornado's hull relies solely on longitudinal supports only in the rear third, and the hull moulding/deck structure, for rigidity. Unlike a conventional GRP craft, which relies upon the inner moulded deck, topsides and superstructure



of just under 50mph. Many people have asked me whether an 8.50m is difficult to manage, in terms of launch and recovery, trailering etc. In my experience I would say that there is little difference between a 6.5m and something of Tornado One's size. Admittedly, once you go over 8.50m, in terms of beam alone, the dimensions tend to make things more complicated and yes, more difficult to manage. But certainly as regards Tornado One, I had no difficulty in launching and recovering her myself. In terms of seakeeping attributes, in a whole variety of seastates, 8.50 metres is just about the optimum length; long enough to reach over the troughs and yet not so large as to get 'out of step' with our typical inshore waters - 8.5m makes for a superb open RIB-cruiser. The design of the deep-vee hull is, of course, the key to the Tornado's exceptionally soft ride and its generously sheered bow inspires confidence. Her sure-footedness is remarkable and though I have ridden aboard many excellent hulls, I have not known a better 8.5m sea boat. Even with the Verado's high position on the transom, the hull never lost its grip on the surface of the water throughout her entire stay with us. Handling wise, her manners were impeccable; one really felt you could point her nose into pretty

the nose. The seas were streaking white and the swell was building further still as big, curling waves advanced toward us looking angrier by the minute. With the suppress fully open, any shipped water was instantly ejected which contributed to our being able to keep our minds focused on the seas ahead and working the throttle to maintain as level an attitude as possible as we advanced to the face of each new wave. Even in these conditions Tornado One still made between 18 and 20 knots. Bearing in mind we'd only had her for a few weeks, it was an excursion that quickly gave us a good insight into the true abilities of the 8.50 model we had in our possession. As regards negativities, two things come to mind. Firstly, it's not the driest boat in the world. Looking at how the spray rails operate in flat calm conditions from the vantage point of another boat, it's clear to see that the very top chine closest to the sponsons is not as effective as it could be at deflecting the water cleanly away from the hull. We found this to be a problem more than once when carrying VIPs aboard who were clearly not in the mood for taking an icy shower!

At the bitter end of the season, we put Tornado One to the test in a force 5/6 sea state. Driving her hard into the head

for rigidity, RIBs are almost 'board like' in their shape, with very little topside, and therefore depend heavily on their under-deck support for inherent strength. Because of this, many RIB builders place at least two full-length keels (stringers) running from the transom of the craft right forward to a bulkhead just short of the bow, thus providing exceptional longitudinal stiffness. In addition, athwart ship bulkheads are often fitted to accommodate fuel tanks and provide locker space between the 'keels' and whilst the Tornado evidently has a number of these bulkheads across the beam of the craft between the hull and deck, it would appear to rely solely on the hull moulding/deck structure for its rigidity. We would have thought this method of building RIBs to be unusual in the offshore/professional sector - for which this boat is of course built, and we are left wondering what happens when the going gets really tough.

In conclusion, I do have my concerns over the manner of the hull's construction and ultimately, its longevity, but we found the Tornado 8.50 to be an outstanding boat in many ways, one that the whole RIB team rate very highly indeed.

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