



SCORPION STRIKE 9M

There are a number of RIBs that find a cruising gate of around 25 knots just the right pace for the hull's abilities and the passengers' comfort...

There are other marques that relish a good thrashing but are less happy cruising at moderate speeds. Then there is the new Scorpion Strike 9 m, a craft with such exemplary credentials that it really does deserve its enviable reputation as one of the world's great RIBs.

Any product that stands out as exceptional among its peers cannot rest on

its laurels, and with new quality products from RIB manufacturers constantly being introduced, sometimes at very attractive prices, keeping a resolute reputation for quality while remaining competitive is no easy task.

Patrick Byrne was a long-time owner and enthusiast for the Scorpion brand, and as the old adage goes: 'I was so impressed with the product, I bought the company'. Since his

acquisition, Patrick has moulded the company into a more cohesive operation, with new young blood in the design and sales department while retaining established and experienced members of the team on the shop floor. It would appear that while Scorpion have set their sights firmly towards the future, most importantly they have done this without losing their existing dedicated customer base.

The first all-new product from the Scorpion 'Byrne' stable is the Strike – a brave new concept in terms of its interior, combined with a new version of an existing tried-and-tested hull.

Unlike its 9 m predecessors which were all based on the original Scorpion design, the Strike hull has been given a complete work-over, and although based on Scorpion's famous stepped-hull race-winning 9 m, the new Strike has no steps! The subtle improvements carried out on the new hull design are the work of famous high-speed designer Lorne Campbell, and the improvements on the water were immediately noticed.

the craft, it also improves rigidity by forming a monocoque structure which is both stronger and lighter in weight than its predecessor.

With its pale-blue hull/interior, white/blue steering console and white buoyancy tubes, to my eyes this is a stunning-looking craft, particularly with the tan-coloured upholstery complementing the blue and white of the rest of the RIB.

The layout is both simple and practical, with no attempt made to squeeze in too many seats or to add anything that is not essential. Unlike some recent Scorpions, on the Strike the buoyancy tube goes right around the bow,

... it is obvious that the changes over the old 9 m are not just skin-deep, with the new GRP interior and bright-blue livery making a bold statement.

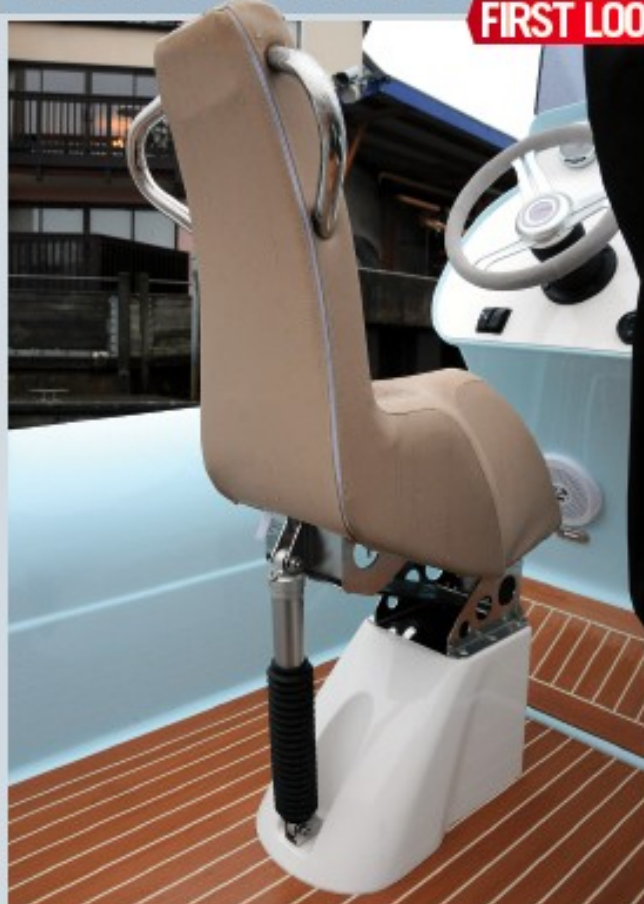


When first seeing the new Strike, it is obvious that the changes over the old 9 m are not just skin-deep, with the new GRP interior and bright-blue livery making a bold statement. Unlike most other RIBs, where the buoyancy tubes form the interior top sides of the craft, the Strike's are GRP and, on this particular craft, finished in an attractive bright shade of blue. Not only does this enhance the appearance of

thus providing fendering in this vulnerable area and giving the bow tube support. There is a spacious raised GRP locker which houses a separate anchor box to keep mud/weed from soiling other items stowed in this useful area. Behind the locker, facing aft, is a deep wrap-around bench seat for two, and right aft a two/three-person wrap-around bench seat and sunbathing area atop a

SCORPION STRIKE 9M

FIRST LOOK



Biege coloured seating compliments the pale blue tubing perfectly



Bench seating and sunbathing area at stern

FIRST LOOK



TECHNICAL RIBS ON TEST

TECHNICAL DATA

SCORPION STRIKE

Length Overall: 9580mm with Verado 300hp, 8900mm without engine
 Width: 2780mm
 Dry Weight: 1615kg without fuel
 Persons Capacity: 7
 Max HP: 300hp
 Engine: Mercury Verado 300hp or Yamaha V6 300hp
 Deadrise 'V' @ transom: 24°
 Tube Diameter: 18"
 Number Of Chambers: 6
 Max. Load Capacity: 2800kg
 Tube Material: Hypalon
 CE Category: B
 Warranty: 2 years on hull / tubes

STANDARD EQUIPMENT

- Icom VHF/DSC
 - 2 Electrically operated bilge pump
 - S/S mast with tow eye and all round white LED LOPO light
 - Lopo LED Navigation lights
 - Sponson repair kit
 - Lenco trim tabs
 - Manual fire extinguisher
 - Individual covers for seating
 - 2 Warps & Bow towing eye
 - Bow cushion
 - Compass and Foot pump
 - Lifting eyes
 - Anchor with chain and warp
- Extras on test craft:
- Raymarine C120 chart plotter
 - Fusion i-pod compatible stereo plus four speakers
 - Special colored gel finish and matching stripe on console
 - Fresh water shower
 - Ullman Biscayne seats with matching coordinated fabric

PRICES (INC VAT)

From: £ 60,000 without engines
 As tested: £ 93,500

MANUFACTURER

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To my eyes this is a stunning-looking craft, particularly with the tan-coloured upholstery complementing the blue and white of the rest of the RIB.

spacious storage locker which is easily accessed through the wide gas-strut-assisted sunbed hatch cover. For the helmsman and navigator there are two Ullman Biscayne suspension seats, which sit behind the streamlined and stylish 'sports' steering console; the whole front section of the console opens by way of an electric lifting system, giving excellent access to the dashboard electronics and providing additional dry storage.

Extras on the test boat included a Fusion iPod/stereo system with four speakers, a freshwater shower, and navigation/VHF package. The interior on the test boat was also finished off with the extra-cost artificial teak decks (colour-matched to the upholstery), and overall I thought the looks and finish of the craft were both striking and beautifully executed.

I have never really liked pale blue on boats, and evidently, according to the people at Scorpion, nor did the majority of the British public/press when the new range of craft was first unveiled at the Southampton Boat Show last September. Conversely, when displayed at the continental shows, the pale blue was applauded for its style and subtlety, and

curiously I also thought this unusual colour scheme suited this particular craft!

So the new Scorpion Strike is a real visual stunner, but on the water would she behave in the same capable, confidence-inspiring manner of the older-style 9 m? You bet she did! With Lenco trim tabs as standard equipment and the ergonomics of the driving position set absolutely perfectly, the craft immediately inspired great confidence.

Fitted with the latest Mercury Verado 300hp, the craft felt totally secure on the water, even when trimmed out at top speed or running through the nasty overfalls in the western Solent, and it was only on my return to Lymington that I realised I had not used the tabs to

level the boat at any point, even in the difficult waves encountered. The ride was smooth and dry, and had I not been on a tight schedule, I would have happily carried on for longer enjoying the sublime characteristics of the craft.

To sum up: in many ways the new Scorpion Strike could be likened to a thoroughbred sports Grand Touring car - she can carry four adults comfortably over great distances in a safe, refined and capable manner with more than enough stowage space for all that one might need for a weekend's cruising. A great product and certainly a step forward for this highly respected marque.

Paul Lemmer

PERFORMANCE FIGURES

SCORPION STRIKE 9M

KNOTS	Direction 1		Direction 2		AVERAGE	
	RPM	TIME	RPM	TIME	RPM	TIME
10	1800	4.6	2200	5.7	2000	5.15
20	2500	6.7	3000	6.9	2750	6.8
30	3300	9.2	3800	10	3550	9.6
40	4200	13.5	4800	14.9	4500	14.2
50	5400	19.8	6000	31.4	5700	25.6
MAX	6400	38.6	6400	38	6400	38.3

(MAX Direction 1 = 58.5, Direction 2 = 52.5)