

The need for speed

From the Solent to Stromness, Phil Boarer has used his cabin RIB to the max in its first season



This series

Owner's Report follows the fortunes of boatowners not just through the initial purchasing process, but as they use their craft through the ensuing seasons.

If you've owned your boat for more than a full season, and you'd like to share your experiences, email michelle_grant@ipcmmedia.com

This month

The boat

■ 10m Scorpion Sting RIB with a stepped hull and twin 315hp Yanmars
■ *Grey Ghost* was launched in October 2009

The owner

Phil Boarer

Phil and Joe Thomas head out into the sunshine aboard *Grey Ghost*

What type of boat were you looking for?

Having worked our way through a range of smaller RIBs in recent years we found ourselves in a fortunate position to upgrade. A wish list to meet the demands of all the family was drawn up. This included, sea worthiness, rough water handling to give maximum security at all times, and a good top speed and cruising range were essential.

We were also looking to enjoy overnight stays in marinas, and have

enough space and comfort for all the family with plenty of storage. A solid build quality was a must, as was a good resale value when the time came to sell, and we wanted to be able to have some input on the design, if possible. The final consideration concerned the desire to enter the occasional race event. Surely such a boat didn't exist?

To our surprise, after a few visits to Scorpion RIBs at Lymington and a weekend demo in a Scorpion Sting cabin RIB, we realised we had found the perfect boat.

What boats did you consider?

We considered a number of boats from Pascoe, Hunton, Cougar and Goldfish but settled for a Scorpion Sting.

Why did you choose the one you did?

For us the Scorpion Sting ticked all the requirement boxes. The

Scorpion build quality is excellent and we haven't looked back since we took delivery of *Grey Ghost*.

What was the deal?

Scorpion has a standard package but the yard offered us the flexibility to tailor the build to our exact spec. I got a good deal but since I bought my boat prices have increased due to rising raw materials and engine costs. At present you can build a basic Sting from £160,000, but this can easily run up to £200,000 with modifications.

We fitted a pair of 315hp 6LP Yanmars to our stepped hull, and they provide the ultimate balance. We also chose to over engineer the installation throughout and upgraded the legs to Bravo XR with Imco Power Steering.

Did you get good service?

Another reason we chose to purchase a Scorpion is because of

“We completed 2000 nautical miles in just 11 days”



During the Great British RIB Rally Phil sleep on board for two weeks



A sink and a fridge is all you need!



The Sting has a compact toilet cubicle

the yard's commitment to good service. It was great experience and a real learning curve finding out how our boat was built from day one to handover.

A further benefit has been the ease of the after-sales care. Scorpion has been very attentive and to be able to pop in to the yard when we have been out in the Solent to resolve a five-minute fix has instilled confidence.

Where do you keep the boat?

At 10m in length with a dry weight of 3.8 tonnes we had to investigate our berthing options, as keeping *Grey Ghost* at home and trailering her around just wasn't possible. Other friends had always spoken highly of dry stacking, so we bit the bullet.

We've kept the boat at

Southampton Dry Stack from new and would have no hesitation in recommending the yard – they really look after us. We simply phone ahead when we are 30 minutes away and arrive to find *Grey Ghost* in the water. Then we park the car next to the pontoon and off we go. It's a great service. They secure our covers, wash the boat down, and it's all done with a smile and some jolly banter.

What do you use her for?

2010 was *Grey Ghost's* first full season and she ventured far and wide. We enjoyed several trips to the Channel Islands as well as other local trips along the South Coast with friends from the British Inflatable Boat Owners Association (BIBOA) – a great cruising club for RIBs.

We also attended the Great British RIB Rally in June. Some 20 RIBs helped raise money



OWNER'S REPORT
SCORPION STING

for hospices by cruising around Great Britain, taking in the West Coast of Ireland and rounding Cape Wrath up to Stromness. We completed some 2000 nautical miles in just 11 days and *Grey Ghost* performed brilliantly.

We also took part in the 2010 Cowes Torquay Cowes Powerboat Race which was a great event. We achieved a class win and 5th

overall, claiming first production boat trophy.

Has the boat lived up to your expectations?

Grey Ghost has more than lived up to our expectations. Whenever friends or family get behind the wheel they all appreciate the security the Sting offers, as well as finding it a hugely reassuring ride in any sea state.



Grey Ghost took part in the 2010 Cowes Torquay Cowes Powerboat Race



Phil and his BIBOA friends study the charts before the start of the RIB Rally

Southampton Dry Stack offer a superb service



Phil keeps *Grey Ghost* outside under a full cover on a dry stack berth

Has anything gone wrong?

Considering the gruelling useage *Grey Ghost* has had in her first season, all she's required is general maintenance. In my opinion, the over engineering at the build stage has helped a lot.

Is there anything you would change about the boat in retrospect?

Grey Ghost has a standard GRP lay up but it would be interesting to experiment with more exotic materials (like Kevlar) so see how it might change the characteristics of the ride. Apart from that, we feel we have hit the mark just as she is.

Is the boat showing her age?

Not at all, *Grey Ghost* still looks as good as new today as the day we

were handed the keys. And the combination of dry stacking and regular wash downs means she is still whiter than white.

What are the running costs like?

Fuel usage varies considerably when racing and cruising but a fair average for planning purposes is about 2.5lt a mile with our twin engine set-up.



Grey Ghost

- Value**
- Purchase price:** upwards of £180,000
- Value now:** approx £150,000
- Annual costs**
- Berthing:** outside berthing at Southampton Dry Stack from £3867
- Servicing:** engine and leg £1200
- Other repairs:** broken windscreen £1400
- Fuel**
- Annual usage:** 150 hours
- Consumption:** 2.5lt per mile

