



Scorpion Strike

Sleek lines, contemporary styling, the Scorpion Strike could be the answer for the modern age.

The design team at Scorpion recognised the changing world around them and decided they needed to adapt their boats to suit.

This sleek, curvaceous, magnificently different RIB has artistic design elements liberally broadcast throughout her 8.5m length. The sharp edges and swooping curves have been inspired by motor car aesthetics and gently nod towards a graphic-design shape

of the waves she is built to dance in harmony with.

Even with such luscious styling, these are hard economic times for most people, but the world hasn't stopped turning, not yet, and the tides still ebb and flow, thank goodness. Scorpion have recognised that even the not-so-filthy rich have got to make some concessions, and in developing the single-engine version of the Strike they have provided another notch on the belt of your expenditure weight loss programme.

It isn't just the price tag that has been trimmed, though: the Strike (is that short for Striking?) is impeccably finished with a two-tone colour scheme and flexiteek decking throughout. The black cherry and dark-grey colour scheme

is suitably different to the ubiquitous blue and white of the weekend navy to really stand out from the crowd. The Strike is anything but subtle in looks. It is daring and bold and therefore entirely in keeping with the Scorpion, yet at the same time it is supremely elegant – very much like the land-based sporting equivalent. If you were of a journalistic cliché bent, you could say she 'strikes a pose', but I won't. That would be crass.

So, we have a conceptually beautiful boat that has had liposuction to her backside, paring off no less than 220kg of outboard motor and at a stroke simplifying the fit-out and rigging of controls, electrics and fuel lines, which in turn knocks a handsome £30,000 off the price of



pleasure. The reasoning behind this change of heart from full-on total performance at any cost is that the design team at Scorpion recognised the changing world around them and decided they needed to adapt their boats to suit. Your leisure time is probably the most valuable commodity you possess – even so, the ever-increasing price of fuel is curtailing many people's leisure activities. In a bid to mitigate this situation Scorpion set themselves a target of achieving 30 knots at 1 litre

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4.2-litre V6 motor running at high revs. Interpolating the result, and using Yamaha's quoted fuel figures, the maxed-out fuel consumption would be somewhere around 100 litres per hour. Yamaha actually test their engines pretty fairly, with a high-load prop in a water dynamometer, and run the thing flat out for an hour measuring the fuel used, and they quote 102 litres per hour. Now, I know what you are thinking: by doing this Scorpion have taken the sting out of the tail. Dropping from 500hp to 300hp is diluting the venom somewhat, but that leads me neatly to their next initiative, which is to limit the top speed of their standard leisure RIBs to 60 knots. The Strike Solo, with its recession-busting fuel economy, still knocks up a top speed of over 58 knots, which is fast enough to frighten the mother-in-law! The emphasis of this package is on usable speed and driveability rather than out-and-out performance. 35 knots is 35 knots whether you have one engine or two, and for the majority of boaters ease

per mile with the Strike Solo. They darn nearly did it too.

The Yamaha V6 F300 provides a 30-knot cruising speed at 1.1 litres per mile and doesn't skimp on the outright top end either, returning a very impressive 58.2 knots and a wind blast that meant I couldn't actually see the fuel flow meter reading at that speed, but at 5000rpm and 51.2 knots she was using 22.8 US gallons per hour, which calculates as 86.3 litres per hour. Not bad for a



ON BOARD

CONSOLE



Caution here: leading edge of windscreen possible hazard.

STORAGE



Shock seats provide comfort. Storage Issues solved!

ENGINE



Yamaha V6 F300 provides a 30-knot cruising speed at 1.1 litres per mile.



Sleek body styling compliments the Strike's low profile. Seating and practical table at the stern.

of use in all conditions with fuel economy is now more important than absolute speed. For those who want the full-strength poison there is still the original, fully loaded version with its twin rig.

It sounds easy enough to

WHAT WE THOUGHT

Points we liked:

- Stunning styling detail
- Bold use of colour
- Ride comfort and control

Points to improve:

- Screen and dash

PERFORMANCE DATA

| RPM | Speed* | Fuel (galls/hr) |
|------|--------|-----------------|
| 2000 | 10.3 | 3.7 |
| 3000 | 25.3 | 7.4 |
| 3500 | 31.8 | 8.8 |
| 4000 | 40.4 | 13.1 |
| 5000 | 51.2 | 22.8 |
| 5850 | 58.2 | 25.3 |

*Knots as measured by my Garmin 78s

do – just drop off one engine – but a fair amount of work has gone into retaining the balance of the boat with the loss of that weight. It isn't quite as simple as just drilling seven holes in the transom instead of 14. The stern of the boat has been redesigned to take the single motor and ensure the performance is optimised and the balance maintained. A moulded gill bracket sits the motor out from the stern, providing more flow to the engine and giving a bit more stern lift. This helps the angle of attack, and you will notice when the boat comes off a wave there is no tendency to lift the bow – she takes the wave and remains trimmed flat, just as it should be, to provide that overall high-average-speed ability.

The internal layout continues the artistic flair with the full flexiteek decking, laid by vacuum bagging to ensure full adhesion throughout.

It is labour intensive but ensures proper adhesion. The wooden effect continues the quality theme and the deep seating is like soaking into a hotel sofa. The jump seat in the moulded bow is reminiscent of a riverboat love seat, with compound curves. The use of a solid bow was to provide the option of an electric windlass and fixed anchor. The chain locker hatch on the foredeck gives easy access to the high-volume wet stowage. The moulded bow also provides more shelter in the forward cockpit and has an aerodynamic benefit by reducing the turbulence created when running fast. It also looks fantastic. With the moulded interior running full length there is greater internal freeboard for the added security of small passengers and a much nicer finish to the interior than inflatable tubes can offer without reducing the internal beam.

Speed and style - just the ticket for making a statement.

The heavily raked console with its gas ram supported and braced hinge arrangement can house a proper sea toilet if specified. On this boat it was a massive gear locker with standing headroom. The console is made from lightweight, fancy lamination to keep the top weight up and the centre of gravity as low as possible, and to help offset some of the weight gained by fitting the two Ullman shock-absorbing seats at the helm. For a boat of this calibre, with all the other design elements



With stylish, clean lines the Strike is unforgettable

incorporated, the dash is a bit plain with just the moulded finish, albeit with the curved sides. I can't help thinking a decorative dash panel would finish the helm off. There is a deep shelf behind the screen from which loose items would be hard-pressed to jump out. The wind blast is reasonably well directed but there is a bit of turbulence above about 56 knots, which possibly could be reduced by using an air dam-shaped screen – just a rolled top is all it would take.

The wheel is located to port with the chartplotter installed centrally in easy view.

In the stern sheets things have changed somewhat, with a new moulding for the after seating and sun pad. Lifting the aft section reveals a walk-in stowage area that will accommodate all the toys associated with this style of boat and have room to spare. The hatch lid is fully upholstered as a sunbed, which is so well balanced that it doesn't need assisted lifting;

it is fully finished both sides too, so instead of seeing a flow-coated inside, the finished side is visible. These are the kinds of attention to detail with which Scorpion set themselves apart. Just look at the complex curves and sharp peaks of the moulded flare-outs on the quarters. That is pure style and not easy to laminate, but the effect is luscious and the icing on the cake. Speed and style – just the ticket for making a statement.

Simon Everett



THE DRIVER'S VIEW

The Scorpion Strike is glorious to drive. The acceleration and poise at speed, even in single-engine, detuned format, is especially satisfying. It is easy to get the best out of it too: the hull remains planted even when trimming up to squeeze the last knot out of the available performance. The strength of the Strike, though, is in her ability to maintain a high cruising average: at 40 knots she is so quiet and balanced that you can just sit back and have a normal conversation; the hull will deal with the lumps and bumps encountered on the way. Even with the stepped hull she is predictable, with no sudden vices to catch you unawares. The Yamaha V6 3008 suits the boat well in single form, despite the fact that it is capable of supporting twice the horsepower.

The driving experience is entirely pleasurable. The boat is so stable at all speeds that it inspires confidence to take on even steep washes from the landing craft at 50 knots or more. The hull works, so you just need to have faith as the watery ramp approaches, and the prop didn't even leave the water. There was more wind blast than I was expecting, but only at the upper end of the speed range; the hard bow and sides do a great job which the screen could work better with. There is no doubt that the shock absorption seats from Ullman add to the ride comfort. Those of you with dodgy backs take note. While the Strike is undoubtedly a soft-riding hull, the sprung and damped seats iron out any residual impact, turning the Strike into a veritable magic carpet. The future is in shock mitigation seating for sure.

Manoeuvring isn't forgotten either: the Strike provides plenty of grip to the propeller with the motor hung out on that gill bracket. Steering astern in tight spots showed the boat to be controllable and figure of eights astern were performed without the boat going off line, making slotting into a tight berth astern no more daunting than parking an £80k RIB should be. There were no scratches! I was reluctant to give the keys back.

TECH: SCORPION STRIKE

Basic Model: £116,160

Price tested: £131,214

(Inc VAT @ 20%)

Overall Length: 9.0m

Overall beam: 2.75m

Draft: 0.50m

Dry weight with motor: 1450kg

Max payload: 1275kg

Fuel tank: 360 litres (single-engine version)

CE cert: B

STANDARD EQUIPMENT

Single Verado 300hp

Scorpion Stepped hull

Full width aft Locker with Sun pad.

Hard nose with wet locker and rear facing bench seat

Pair of Scorpion Twin Jokey seats

Icon VHF

Lenco trim Tabs

Stainless steel Ski Pole

Lupo navigation lights

2 Automatic bilge pumps

Manual bilge pump

Plastimo Compass

Mini Circuit Breaker Panel with 12v outlet

Tinned wiring, except battery cables.

Anchor with chain and warp in GRP Box

Individual covers for seats and console.

EXTRAS INCLUDED

2 Ullman Suspension seats - Scorpion bases

Flexi-teak deck

Cold water deck shower with 100lt tank

Raymarine E7D Chart Plotter and repeater

Fusion Audio system with 2 speakers and V

Pod Dock

OTHER POSSIBLE EXTRAS

Electric Anchorwinch

Electric Toilet in Console

LED Deck lights

Full Boat Cover

Underwater LED lights

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