

The GORE-TEX®

ARCTIC

RIB CHALLENGE 2011

Challenge RIBs to the fore!

The Suzuki-powered Humber Ocean Pro 6.3 m RIBs being employed on the GORE-TEX® Arctic Challenge are essentially standard production models, duly customised according to the Challenge team's requirements, but nonetheless represent the same vessel any customer could buy 'off the shelf'.



GORE-TEX®
ARCTIC CHALLENGE
LUNDY



From the start it was always my intention to undertake this offshore challenge in the smallest RIBs possible. Having been a Round Britain 4-metre veteran, I appreciate just how good small boats can be. Besides, in the current economic climate I feel it is important to show the benefits associated with smaller RIBs as they not only cost less to purchase and engine but also to fuel and run. Some of the best ever adventures I have ever had ribbing have been

aboard little craft.

The Humber 6.3m Ocean Pro equals the smallest-length boat we could use, bearing in mind the fuel load we need to carry to ensure a maximum 300-mile cruising range. At 1 litre a mile per engine, the twin 90 hp 4-stroke outboard motors rigged to the Challenge RIBs represent one of the meanest and leanest engines on the market. These 90s have a superb reputation, not only in terms of their economy and performance but also their reliability and rugged

construction quality. Technology is all well and good, but if it's let down by hardware failure it's of little use. We have all been impressed by the degree of commitment, attention to detail and dedication to this project that Suzuki have shown. Without their input, the Challenge would have been a challenge very much harder to have met.

Our two Challenge RIBs, Lundy and Tresco, are based upon the highly successful original Humber Attaque hull, originally

developed by Frank Roffee and Paul Lemmer back in the late 1970s. This hull, along with its subsequent variations, is

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known to be one of the best-performing, most able and sea-kindly hulls in its class. The expedition, which represents a total round sea voyage of 2,000 miles, demands a first-class offshore hull. The weather and resulting sea states are highly volatile in these northern latitudes and so a top-quality

deep-V hull is essential. Another advantage of the Humber design is its high bow sheer. When pushing hard in big following seas, having a raised bow profile with a fairly wide flare and good forward buoyancy/lift is crucial if the boat is not going to be prone to 'stuffing'. The Humber Ocean Pro meets



GORE-TEX® ARCTIC CHALLENGE



these criteria well and has proven itself to be a great sea boat, not only for offshore leisure use but also for commercial applications.

To complement the fit-out, Ullman have supplied their best shock mitigation suspension seats which reduce the human fatigue factor hugely and also,

TECHNICAL DATA

HUMBER 6.3 OCEAN PRO 6.3M

Overall length:	5.1m
Internal length:	2.34m
Overall beam:	1.35m
Internal beam:	48m
Number of air chambers:	7
Number of persons:	12
Maximum payload:	1700kg
Boat weight (std specification):	600kg
Maximum engine HP (single extra-long shaft):	200hp
Maximum engine HP (twin long shaft):	2 x 90hp
CE design category:	B
Draught in water at rest:	.45m
Height of boat on trailer (approximately):	2.7m
Deadrise V @ transom:	22°

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of course, minimise the likelihood of crew injury as a result of impact or jarring. If you haven't yet tried shock mitigation-type seating, believe me, it's a joy and transforms the whole ribbing experience. In our next issue we shall take a close look at the electronics as supplied by Icom VHF/DSC communications, plus Simrad and Lowrance GPS systems. The latter units, being supplied with Navionics cartography, provide the very latest electronic chart capability with a multitude of full-colour options including GPS plotter, navigation data and sounder technology, all with the added bonus of being PC compatible to assist with pre-cruise planning.

For a full list of all the generous sponsors and kit suppliers who have dedicated so much time and trouble to ensuring the boats and crews carry the best kit available, please do check out the credits on www.ribstothelimit.com. By the time you read this issue of RIB Magazine we will have flown home, with the boats following in the capable hands of skippers Mike Doyle and Andy Haffenden. In forthcoming issues there will be stories and kit reviews aplenty, so standby for a progressive analysis of all that the GORE-TEX Arctic Challenge teams experience.

HMS



TECHNICAL DATA

SUZUKI DF90 OUTBOARD

Multi-point sequential electronic fuel injection
Lean-burn fuel control
Maximum output: 90 hp (66.2 kW)
Cylinders: Inline 4
Displacement: 1502 cm ³ (91.7 cu in)
Shaft length/weight: L: 508 mm (20") / 155 kg X: 635 mm (25") / 158 kg