

HUMBER EXTREME ATTAQUE

The latest Attaque and Extreme RIBs from the Humber factory were the focus of Paul Mahy's recent visit to Hull.

The two models featured in this editorial have since been renamed and now form part of the Ocean Pro range.

Attaque – now O.Pro 5.3m (2.0m beam)
Extreme – now O.Pro 7.0 (2.6m beam)

For those who attended Ribex 2001, it has to be said there was quite an overwhelming presence from Humber Inflatables. Showing off six of their range they occupied a whole pontoon section and were working flat out to satisfy the demands of those wishing to get out on one of their RIBs.

Looking pretty cool, the six RIBs, though different in length, were quite unique, sporting a black livery that looked very impressive indeed. The six consisted of an 8m Ocean Pro Extreme with a 225hp Mercury Optimax, a 7m Ocean Pro Extreme with a 120hp Mercury diesel, an Ocean Pro 6.3 with a 150hp Optimax, a 5.5 also with the same Optimax and two Attaques 5.3 & 4.94m with a 150hp VRG Mercury and an F50 Mercury. Deciding that they deserved a bit more attention, I nipped up to Hull, where from their premises, they have direct wharfage and thus access to the Humber and the North Sea.



UTILITY BOATS

Standing smartly to attention on their trailers in the factory yard were three identical Humber Attaque 5.3's. Built specially for the Sea Cadets in Weymouth, Holyhead and the River Forth, they are soon due to take up station where their duties will include training and safety cover. At 5.3m, these craft can be easily towed from place to place if necessary as well as providing a safe and stable platform for the execution of their tasks.

The Attaque was the first ever model to be produced by Humber. Despite having been in full flow production for over 20 years, the hull is still exactly the same. This doesn't mean that there have been no advances, rather they simply got it right first time.

The three Sea Cadet RIBs are all identical and well specified. Inside the 4.35m internal length sits a two-man jockey and console arrangement, housing the batteries and storage. Mounted onto the console face is a Lowrance LM310 GPS, basic instrumentation and switches for the lights and bilges. Handrails are customarily placed on the front of the console and on the seat back and an A frame aft serves to give a rugged image.

Built to last, a layer of chopped strand precedes and follows a woven mat forming a sandwich. This is repeated again and laid over with a final one ounce layer. There is also up to 100 percent again in the critical areas. The tubes are 1100 Decitex and measure 17in (43cm). Protection comes from a D section rubbing strake, standard on all Attaques.

Swinging the boats into the tributary that adjoins the Humber River, we then proceeded out onto the water. Powered by Mercury ELPTO 50hp outboards, these RIBs would normally hit up to 35 knots. However, in order to comply with the strict in-house rules, the props had to be fitted with propeller guards, which markedly hinders the performance. Only achieving about 25 knots is not so much of a problem for the Sea Cadets, who err on the side of safety rather than speed, but 25 knots is by no means slow.

VERDICT

The boats handle well considering the hindrance from the cages, although they do encourage them to vent in tight turns. I'm sure the Cadets will be very pleased with their

new acquisitions. Their craft come with a whole array of kit and will be certainly be well equipped to perform their duties, not to mention have a load of fun!

EXTREME SPORTS

Whilst up in Hull, I took the opportunity to check out the new 7m Extreme. I had a brief look at this at the show and I was looking forward to going for a run in it myself. The deep V multi chine hull conforms to the same standard of construction as the Attaques, but fun seems to be what she is designed for. A two man cruising console and tinted screen offer some protection to the crew who sit on the very comfortable 'deluxe bucket module' which also incorporates storage. Further seating is found on the front of the unit. A sexy steering wheel gives very precise handling through the no feed back system, around which is found instrumentation and switches.

Treadmaster decking, along with rails and grab handles fitted conveniently within reach, help to give that sure-footed feel. A removable hatch allows access to a raised bow locker and there's yet more storage in the console. The tubes are divided into five chambers and each has a pressure relief valve in addition to the inflation point, should this RIB be out in very hot climates they would be worth their weight in gold. An underdeck 40 gallon stainless steel fuel tank feeds the Mercruiser 1.7 DTI diesel via shut off valve and separator. The engine itself is neatly housed in a unintrusive engine box.

VERDICT

Out on the water, the 7m Extreme performs well. She gets onto the plane quickly and accelerates hard to her top speed of 42 knots with a tank half full. Turning tightly, she hugs the sea and takes a while to get worn down by feeding in more helm at speed. To say we pushed her to the 'extreme' would be a lie. The sea conditions were calm and we only had a small wake from a coaster to try and get her airborne. So, as for her 'extremability' we are unable to confirm or deny. Her balance felt good, though, as well as feeling solid underfoot and very stable at rest. As for her look, black suits her and the stainless A frame and rails serve to highlight her presence even more.

If you fancy a closer look at one give Humber a call. They will only be too happy to swing you out and take you for a spin.

Contact:

Humber Fabrications Ltd, 246 Wincolmllee, Hull, North Humberside HU2 0P2
Tel: 01482 226100 / Fax: 01482 215884
www.ribworld.co.uk



THE ATTAQUE SPECS

HULL: When you are onto a good thing...the Attaque was the first ever model to be produced by Humber. Twenty years on and the hull is still exactly the same. This doesn't mean that there has been no advances; they simply got it right first time.

ON DECK: Step aboard the Sea Cadet's RIBs and you will find a two-man jockey and console arrangement. Mounted onto the console face of each of the RIBs is a Lowrance LM310 GPS along with basic instrumentation and switches for the lights and bilges. Handrails are customarily placed on the front of the console and on the seat back and an A-frame aft serves to give a rugged image.

Attaque is available in both 5.0m & 5.3m. Based on the largest outboard this craft is capable to 50 plus knots.

Length overall:	5.3m
Beam:	1.92m
Draught (leg down)	.25m
Draught (leg up)	.55m
Weight:	270kgs
Dead rise:	25°

For more information:
www.ribworld.co.uk



THE EXTREME SPECS

ON DECK: This RIB oozes confidence and comfort. From the treadmaster decking to the appropriately placed rails and grab handles, the emphasis is on making the crew feel safe and secure. Thought has also gone into the placement of storage areas. These RIBs are practical and as such seriously take into account storage facilities. Another feature synonymous with the Humber range is the five chamber tube found on all their craft. The tubes are divided into five chambers, each with a pressure relief valve in addition to the inflation point.

HULL: The deep V multi chine hull found on the Extreme conforms to the same standard of construction as the Attaques. The design emphasis for the Extreme, however, appears to be fun, fun, fun! Unlucky for me, the sea was very calm on test day so I didn't have the opportunity to push her to the extreme!

Length overall	7m
Beam	2.6m
Weight	550kg
Dead rise	25°

For more information:
www.ribworld.co.uk

