



Stingher 10m

There are craft from a number of manufacturers that appear to offer expanded versions of smaller sister craft. In some instances RIBs are just lengthened versions of an existing design, and others are simply given extra girth to carry a greater payload and provide more space, but these increases can sometimes upset the balance/performance of the craft.



Just increasing the length or width without compensating by modifying the hull and balance of the craft can sometimes ruin a previously good design, as we have sadly discovered. However, taking a well-proven RIB design and exponentially increasing its dimensions, one would assume that all the attributes of that craft would be carried over into a larger version, resulting in a more comfortable craft that, given the correct amount of extra horsepower, performs and rides better than the smaller donor craft. Sadly this often does not work; whether something goes wrong during the building of the plug/mould, or the size and weight of the bigger engines have a profound effect on the balance of the craft, or the dynamics change in terms of hydro/aerodynamics, is a matter of conjecture! Whatever the reasons, it is a naive boatbuilder that merely expands on an existing good design, expecting everything to be ‘hunky dory straight out of the box’.

The purpose of this preamble is related to the subject of our test of the latest Italcraft Stingher 10m – a good-looking larger version of the very successful 800GT that we tested, and appears in the June/July issue of this magazine.

Looking at the new 10m on dry land at MRL’s base at the Southampton Dry Stack facility, one could be forgiven for thinking that it was the 800GT, and I for one, at first glance, was misled until standing next to the craft, when it became evident that this is one very big RIB. Standing side by side, the bigger boat dwarfs the 8m in all aspects, yet sitting on its own in the water, the 10m appears smaller, with perfect proportions.

So to all intents and purposes the Stingher 10m appears to be a larger version of the 800GT with a few extra seats and refinements, courtesy of its greater volume,



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but that is only part of the equation. This white Mediterranean-style RIB is not just an attractive craft; she has a depth of offshore capability way beyond her looks and, as we found out, when the going gets tough she really can hold her own against established offshore RIBs.

Whether the new 10m is just a bigger version of the 800 we do not know, but we do know that Italcraft are certainly on the right track, as we discovered on a very windy day on a rough Solent. On the day of

the test we had two other renowned RIBs to test at the same time, so we could jump from one to the other to appraise each in its turn, in the steep seas.

With 600hp of Suzuki’s finest on the transom, the Stingher was never going to be slow, but because of the conditions we thought it unlikely that we would be at full throttle anyway; we were once again proven wrong. Whereas the other two similar-sized RIBs on test were struggling to cope with full power, the Stingher revelled in the



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conditions; at full throttle upwind heading into the steep seas, she just jumped from wave top to wave top, running level and smoothly, with the engines barking as the propellers cleaved the air at 51 knots. (MRL state that they achieved 57 knots in the same craft with two Verado 300s.) Now, nearly 60mph is quick in any cruising RIB, but what was equally impressive was the way she handled across the waves and, in particular, downwind in very difficult following seas. No matter how fast or slow we drove into the backs of the steep waves, the high flared bows just brushed aside everything and left us feeling very confident, but just as importantly, dry; not a drop of water came aboard during the test, something that we could not boast on the

other RIBs that day!

So much for the handling and performance of the craft, but what about the accommodation? Well, firstly there is plenty of it, and starting in the bows there is a self-stowing through-hull anchor arrangement connected to an electric windlass that is remotely operated from the steering console. Above this, on the bows, is a GRP moulding that features two mooring cleats and a stainless-steel bow roller/fairlead arrangement, aft of which and dominating the entire bow area is a massive sunbed that doubles as a ten-seat dining area complete with stowable table! Of course, as is the norm these days, beneath the sunbed is a mass of cavernous locker space with room to carry enough kit for double the number of

persons that this craft can officially carry.

The large console suits the craft and, because of its size, also houses a spacious toilet compartment accessed through a lift-up front door. A spacious dashboard easily accommodates the instrumentation, which has good access from inside the toilet compartment, and the remote controls are correctly positioned on an extended GRP pod, which places them ideally for tall and short helmsmen alike. The windscreen, whilst functional, looks like an afterthought and, whilst it certainly does its job correctly, appears out of character with the rest of this sporty-looking craft.

A GRP moulded wrap-around driver's leaning module takes care of the helmsman and navigator, and the rear half of the

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module features a large waterproof locker. Above the locker are two lift-up lids which reveal a sink unit with cold water on tap and a deep refrigerator/cool box.

Behind the helmsman's seat module, beneath the moulded, swept-back GRP radar arch, is a comfortable full-width four-person wrap-around bench seat with high backrest/sides providing excellent security and protection from the elements; as you would expect, one gets pretty buffeted on the outside two seating positions at 60mph, but those behind the module are well protected.

Right aft is a spacious bathing platform area flanked by two stepped sections in the GRP mouldings, making access to the craft easier, and either side are two small lockers which house the freshwater shower on one side and the fuel tank filler on the other. With a fuel capacity of 550 litres and a freshwater capacity of 110 litres, there is plenty of scope for travelling a reasonable distance at cruising speed, but there is the option for further range by the addition of extra fuel tanks in the spacious under-deck areas.

The standard specification includes Flexiteak throughout, an upmarket stereo system, toilet compartment, deck and navigation lights, a GPS/plotter, VHF/DSC radio, a compass, full anchoring tackle/mooring warps, freshwater shower, an overall cover; in fact, just about everything needed except the fuel!

To sum up, if the Stingher 10m is just a larger version of the 800GT, then Italcraft have, without doubt, hit the 'sweet spot'. This craft offers copious amounts of space and comfort without sacrificing anything in terms of performance and seakeeping, and provides excellent value, especially considering the current exchange rate with the euro. Once again, Italcraft have come up with a quality product with serious offshore potential, and all at a price that other 10m RIB builders would struggle to match. Congratulations Italcraft (Milan) and MRL (Southampton) – you have a great 10m RIB.

Paul Lemmer

Stingher 10 metre

TECHNICAL DATA	METRIC
Length overall:	9.8m
Width:	3.43m
Weight:	1900kg dry weight
Persons capacity:	18
Max HP:	600hp
Recommended engine:	Twin 200–300hp
Deadrise 'V' at Transom:	24 degrees
Tube diameter:	48–56cm tapered
Number of chambers:	7
Max load capacity:	1800kg
Tube material:	Hypalon
CE category:	B
Warranty:	3 years

STANDARD EQUIPMENT

Luxury cushions and full seating/sunbed spec
GRP Radar/stern arch and navigation lights
Diner stowable table
Full electronics package
Double luxury console internal mini-cabin
Sea toilet, sink, shower/ onboard hospitality spec
Full lockering throughout
Through-hull anchor and Windlass

PRICES (Inc VAT)

Prices (inc VAT)
From: £89,000
As tested: £109,000

SUPPLIER

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