



THE STINGER 606 XS on test

Robert Avis tests one of the most successful Italian makes on the European market - a RIB which is now available in the UK.

First Impressions

The Stinger 606 XS has a square bow with a hard moulding at its centre but leaving the corners soft for that inadvertent in-off! This provides a cleat and bow roller for regular anchoring without chancing damage to the hypalon. So, this is a boat not only for serious anchoring, it also has a huge sun bathing area in the bow with a deep locker under. Suddenly the purpose of this Stinger becomes obvious. The Italian designer has combined a medium vee with a decent beam, a huge sunbed and yet still managed to retain a twin pedestal helm position and aft bench seat settee all within six and a bit metres. You can choose between white and grey sponsons. The white demonstrator was very beautiful but I can't help feeling that once

my crawling offspring had made themselves at home, grey would prove a tad more practical.

Layout

If you're looking for a boat to carry loads of boating paraphernalia then this is the one for you. She has seven separate lockers including a cavern under the sun-bathing panel. The console is narrow and gets narrower at the bottom allowing very easy access from bow to stern and vice versa and the helm perch doesn't take up much room if you're happy to stand/lean whilst driving. By being so narrow, it doesn't give much side protection. There's a small seat built-in to the front of the console and even a small locking cubby hole for your jewellery and knick knacks adjacent to the helm.

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LIKES

- Ideal family day boat
- Lots of walk about room
- Huge sunbed
- Surprising overall performance
- Great achievement to be categorised for CE 'B'

DISLIKES

- Inability to remove the sunbed to allow quick access to the bow
- Not much weather protection behind console
- Helm perch rather than helm seat

The hull construction is stiffened with an internal moulding but the hull itself is easily accessible under the sun bed.

The five section hypalon sponsons taper from 59cm in the stern to 45cm in the bow and at the same time they curve gently skywards in a pleasing style.

The aft end of the boat is dominated by a white fibreglass 'A' frame which provides a perfect platform for aerials and other antennae and, being hollow, all the cables can be concealed within. Aft of the 'A' frame there's a bathing platform with folding ladder and a fresh water shower, so no excuses for a salty Adonis. ▶



Pictures clockwise: Console, seating, storage compartments and fibreglass 'A' frame - perfect for arials and other antennae.

Sea keeping, handling and performance

It doesn't require a brain surgeon to realise that if you increase the beam of a boat, you will effectively decrease the depth of the vee shape of the hull. Somehow, this designer has stretched the beam to 2.67 metres, which is wide for a six metre RIB and yet still maintained the transom deadrise at 20°. This means that what I expected to be a pretty flat-bottomed ride was actually remarkably comfortable with little in the way of slamming.

Our test was carried out on a squally grey day with a short Solent chop but we managed to get up to a top speed of 36.2 knots with three beefy adults aboard and a full 250 litre fuel tank and still remain in the boat without getting shaken to pieces. The boat is CE marked to category 'B' for up to ten people on board. This suggests that it could cope in a Force 8 with four metre waves. I don't dispute that it could, but I think I'd rather the Inspector who agreed to that CE category was on board at the time rather than me!

In a series of tight turns, there was little in the way of cavitation and the prop held the water like a Scotsman holds his purse. There was a bit of spray but the boat was not wet in the 'wet RIB' sense and the aft bench settee was actually a great place to sit - on the downwind side!

The Suzuki 140 hp four-stroke was quiet but responsive with what was a heavy load to push along and its acceleration at higher revs was impressive. After a slow introduction to the market, these engines are becoming more and more common on RIBs and I tested one last year for a week and was very impressed with the frugal fuel consumption together with its spunky performance.

SUZUKI DF140T Four-stroke specification

Displacement:	124.7cu in (2044cc)
Bore:	3.4" (86.4mm)
Stroke:	3.5" (88.0mm)
Horsepower:	140
Operating Range:	5600-6200rpm
Ignition:	Solid State Electronic
Fuel:	Unleaded
Oil Capacity:	5.8 litres
Shaft length:	20"
Gear Ratio:	2.38:1
Drive Train Protection:	Spline Drive Rubber Hub
Prop Pitch Range:	17" - 25"
Weight:	410.0kg
Trim:	Power trim and tilt

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SPEED TESTS | Using the Suzuki 140 4-stroke outboard

Sea State: Wave height 0.5-1.0m
From forward gear engaged to planing: 5.7 secs (with three adults on board)

Stinger 606 XS maximum approved power: 178hp

ENGINE SPEED	IMPERIAL	NAUTICAL
1,000rpm	3.3mph	2.9knots
2,000rpm	7.0mph	6.1knots
3,000rpm	18.7mph	16.2knots
4,000rpm	26.6mph	23.1knots
5,000rpm	36.4mph	31.6knots
5,800rpm (Max)	41.7mph	36.2knots

These speeds were taken using a Garmin 12 channel GPS measuring two (or more) equal and opposite runs

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Value for money

The importers of this RIB have worked hard to keep the price under £20,000 and they've managed to do so by leaving off the VAT! But even so at £23,465, this is load of RIB for the money. Although new to the UK, the importers already have over twenty boats in stock and, if your preferred choice is not available, it takes about five weeks to start an order from scratch.

Summary

Its performance exceeded what I was expecting in so many ways and if you are seeking a good-looking, comfortable, sunbathing platform and you're not out to win races, you really do need to take another look. Its performance surprised me and I guess it might surprise you too!

Stinger





STINGHER 606 XS



FINANCE EXAMPLE SUPPLIED BY THE BANK OF SCOTLAND

Cash Price:	£23,464.75
Deposit (say 20%)	£4,695.75
No. of monthly payments (e.g. 5 years is equivalent to 60 months)	60
Amount to be borrowed	£18,769.00 (Marine Loan)
	10.1 % APR typical
Monthly Payment	£394.18

Subject to offer and acceptance

Stingher Distributor

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Woodgate Road, Burbage,
Leicestershire, UK, LE10 2UF
T: 01455 617007 M: 07860 511989
E: edward@mrl-uk.com www.stingher-ribs.com

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T: +39 0227 305253 F: +39 0225 490175
E: italboats@libero.it www.italboats.com

Bank of Scotland Marine Finance T: 02380 333 467 www.bankofscotland.com/marine

STINGHER 6.06 XS

Offshore use up to and including 4m wave height,
up to and including Force 8

TECHNICAL DATA

	IMPERIAL	METRIC
Length Overall:	21'4"	6.16m
External Beam:	8'6"	2.67m
Internal Beam:	4'11"	1.53m
Weight without engine:	1213lb	600kg
Carrying capacity:	10 People	900kg
Fuel Tank:	55 gallons	250 litres
Water Tank:	7.7 gallons	35 litres
Sponson material:	Hypalon	
Transom deadrise:	20°	
No. of chambers:	5	
CE category:	'B'	

STANDARD FEATURES

Deep V GRP hull with hypalon tapered tubes with moulded handles.
Hydraulic steering and Sports wheel.
250 litre s/s built-in under floor fuel tank, installed to EC standards with blower, solenoid valve, in line filter, boarding pipe, air vent and fuel gauge.
Raised sun deck with bow cushions, non-slip self draining deck.
Burr wood instrument panel with switches,
Electric bilge pump,
Fully moulded engine well with swimming platform,
Stainless steel and hardwood folding bathing ladder
Multi-purpose helmsman leaning seat with storage compartments
Four seater stern seat with under-seat storage
Deep under deck storage compartments
Front anchor locker, moulded front anchor guide & seven storage lockers
Moulded steering console with screen & s/s hand rails

OPTIONAL EXTRAS (included on the test)

Fresh water electric shower system with 35 litre VTR tank,
Sun deck extensions with cushions to bow and stern,
GRP reinforced 'A' Frame with navigation lights

PRICES (INCLUDING VAT)

Prices from: £11,628 + VAT - £13,662.90 excl. Engine
Boat as tested with Suzuki DF140 four-stroke:
£19,970 + VAT - £23,464.75

CLASSIFICATION

*Detail Information supplied by manufacturer/dealer

OFFSHORE	●	RACING	●
LEISURE	●	PATROL	●
COMMERCIAL	●	EXPEDITIONARY	●
INSHORE	●	CRUISING	●
DIVING	●	MILITARY	●
RESCUE	●	SPORTS	●
COASTAL	●	ALL WEATHER	●