

Piranha Ribs

Have fun / Be sociable / Feel safe



Sparkes Marina • Hayling Island • PO11 9SR

www.PiranhaRibs.co.uk

2011

Welcome to the Piranha Rib Group

Piranha Ribs Ltd is a family run business which is financed solely by its Directors. In 2009 Piranha Ribs acquired Sparkes Marine Agency and SMA Elite Yacht Sales to further strengthen its position in the Marine sales industry.



With so much coastline to explore in the UK, why not do it in comfort and style.

Our Ribs are not only designed to be safe, versatile and practical but also to provide a comfortable and sociable platform for great days out on the water.

Our ribs are sourced from a carefully selected and approved factory in the Far East, the hulls we offer have been proven and tested here in the UK. As a company we are supported by the BMF (British Marine Federation) and BCBA (British Commercial Boatbuilders Association) and all products are fully CE approved.

All of this has ensured the quality of build whilst keeping the costs to a minimum so that we can pass this on to you, the customer. We are so confident in our products that we give a 5 year leisure warranty.

Some of our key construction methods:

1. Design and construction approval - Bellaria, Italy. Fully CE approved
2. Piratex - 1,2mm Denier Polyester fabric coated with PVC for longevity
3. Orca Hypalon - 4 layers of calendared sheets
4. Ply deck core replaced with PVC foam to provide a lighter and more waterproof base (on most models)
5. Seams reinforced with 4 layers for strength
6. Vacuum formed hulls - tighter more waterproof construction method with less material waste
7. Accessible inboard fuel tank (on most models)

Commissioning and Handover - Hayling Island

Our facilities at Sparkes Marina allows us to undertake all of the commissioning of our ribs. This part of the procedure gives us the opportunity to ensure the product meets the quality and standards our company demands prior to handover.



	LOA (M)	Beam (M)	Tube Diameter (CM)	Air Chambers	Max Persons	Max HP	Min HP	Top Speed (MPH)	Shaft	Weight (Kg)	Hull	Fuel Tank (L)	Warranty (years)	
	6.6	7.0	2.7	52	6	10	150	130	54	25"	880	22°	200	5
	5.8	5.8	2.33	52	6	9	90	70	47	20"	620	21°	120	5
	5.2	5.2	2.1	50	5	7	70	40	40	20"	375	22°	-	5
	4.8	4.8	2.0	48	4	6	50	25	35	20"	216	20°	-	5
	4.2	4.2	2.0	48	4	5	40	25	35	20"	200	20°	-	5
	3.8	3.8	1.8	42	3	4	50	30	40	20"	165	22°	70	5
	3.5	3.5	1.7	42	3	5	25	15	30	20"	130	20°	-	5
	3.3	3.3	1.7	42	3	4	20	10	25	15"	125	20°	-	5
	3.0	3.0	1.7	42	3	4	20	10	25	15"	125	20°	-	5
Airdeck 2.7	2.7	1.5	40	3	3	8	-	-	15"	37	-	-	2	
Airdeck 2.5	2.5	1.26	38	3	3	5	-	-	15"	32	-	-	2	
Airdeck 2.3	2.3	1.26	38	3	2	4	-	-	15"	26	-	-	2	

Arguably the best value
7m rib on the market

Superb deep V hull
provides a safe and dry
platform for the family.
Excellent deck space with
a sociable cockpit layout
for extended days on the
water, removable table
allows for an aft sun deck
(optional cockpit
enclosure provides a
double berth).

Standard Equipment

- Hydraulic steering
- GRP tube steps
- Navigational lights
- Automatic bilge pump
- Upholstered cushions
- 2 x battery
- Isolator
- Ski pole
- Arch or A frame
- Sundeck
- Lifelines
- GRP bow section
- Part flexiteek decking
- Compass
- Lifting eyes
- Transom ladder
- Cleats



Specification
LOA: 7.0m
Beam: 2.7m
Tube Diameter: 52cm
Air Chambers: 6
Max Persons: 10
Max HP: 150
Min HP: 130
Top Speed: 54mph
Shaft: 25"
Weight: 880kg
Hull: 22°
Fuel Tank: 200L
Warranty: 5 year

Tough, long lasting
and very stable



Specification
LOA: 2.7m
Beam: 1.5m
Tube Diameter: 40cm
Air Chambers: 3
Max Persons: 3
Max HP: 8
Net Weight: 37kg
Package Size: 98x60x30cm

Each Airdeck comes
complete with oars, foot
pump, repair kit and folds
away into a quality bag.



Specification
LOA: 2.5m
Beam: 1.26m
Tube Diameter: 38cm
Air Chambers: 3
Max Persons: 3
Max HP: 5
Net Weight: 32kg
Package Size: 98x60x30cm



Specification
LOA: 2.3m
Beam: 1.26m
Tube Diameter: 38cm
Air Chambers: 3
Max Persons: 2
Max HP: 4
Net Weight: 26kg
Package Size: 98x60x30cm





PIRANHA 660

From the number of emails I receive from China, you would think there were literally thousands of RIB builders in that country...

However, although there are probably thousands of inflatable-product manufacturers, each telling me they have a range of RIBs on offer, only a tiny percentage actually understand what a serious RIB is! Mostly, the products are inflatable toys, in some cases lightweight inflatable boats and occasionally small, lightly constructed tender-size RIBs, and virtually all these are constructed using PVC material for the tubes and a very basic lay-up for the fibreglass sections.

PERFORMANCE FIGURES

Knots	Secs	RPM	Lts per hr
0 to 20	6.7	3200	21
0 to 30	9.0	4000	34
0 to 40	12.3	5000	57
Top speed	47	5300	60

NB: the fuel consumption was recorded from the engine's on-board read-out.

As we know from the Korean car market, the Far East is not complacent when it comes to manufacturing and marketing, and although it has taken some time, a number of Korean and other Far Eastern car manufacturers are increasingly taking large sectors away from the traditional Japanese car market areas. Likewise, with their competitive manufacturing costs, the Chinese are keen to learn how to produce better products, and RIB builders throughout the world are equally keen to keep their manufacturing costs down, and the results of these factors are evident in the number of 'proper' RIBs now emanating from that country. Piranha Ribs are a typical example of collaboration between Europe and China, where the knowledge gleaned from years of RIB design and know-how has been transferred to a less expensive and modern production facility, with a view to producing well finished and -designed products for the European market.

First shown to the public at this year's RIBEX show, the two craft on display were identical 6.6-metre RIBs in different colours, and with UK additions to one of the craft to make it better suited to the UK environment. While one of these was finished in white and blue livery, the other was all black, and it was interesting to compare the two craft together on the pontoons, where the colours made the craft appear quite different. Personally, I thought the black boat looked much better, as it gave the craft an air of quality, but others evidently thought the reverse, so you pay your money and takes your choice.

The subject of our test was the black 660 fitted with an Evinrude 150 hp E-Tec, and this craft sported a



Specification
 LOA: 3.0/3.3m
 Beam: 1.7m
 Tube Diameter: 42cm
 Air Chambers: 3
 Max Persons: 4
 Max HP: 20
 Min HP: 10
 Top Speed: 25mph
 Shaft: 15"
 Weight: 125kg
 Hull: 20°
 Fuel Tank: External
 Warranty: 5 year



Small, neat
and very safe

With either a double jockey console or a bench seat and centre console the Piranha 3.0m & 3.3m provide the perfect platform for a safe and stylish tender.

Standard Equipment
 Mechanical steering
 GRP tube steps
 Jockey seat or bench seat
 and centre console
 Upholstered cushions
 Battery
 Bow fitting
 Grab handles
 Drain plug



Specification

LOA: 3.5m
 Beam: 1.7m
 Tube Diameter: 42cm
 Air Chambers: 3
 Max Persons: 5
 Max HP: 25
 Min HP: 15
 Top Speed: 30mph
 Shaft: 20"
 Weight: 130kg
 Hull: 20°
 Fuel Tank: External
 Warranty: 5 year

Stylish tender with 2 seating configurations

With either a double jockey console or a bench seat and centre console the Piranha 3.5 is the perfect choice as either a luxury tender or a small run-around.

Standard Equipment

Mechanical steering
 GRP tube steps
 Jockey seat or bench seat and centre console
 Upholstered cushions
 Battery
 Bow fitting
 Part flexiteek decking
 Bow locker
 Grab handles
 Drain plug

robust 'T' top sunshade arrangement supported by a substantial aluminium frame. Whether the top enhanced the craft's appearance is a matter of opinion, but there was certainly nothing wrong with its construction and usefulness as a handhold when moving about the RIB or when seated in the console 'suicide' seat.

The hull shape is quite attractive, with a sweeping raised bow and deep-V shape that looks right, and the finish looks clean and properly executed. Looking under the rear seat you can see good strengthening stringers supporting the transom, and evidently these run the length of the craft to give it latitudinal rigidity. The large-diameter, heavy-duty, PVC buoyancy tubes look well made and finished, with their fittings appearing well secured and positioned. The deck is a well finished one-piece moulding that is bonded to the hull to provide a rigid monocoque construction, and overall the build quality appears to be very sound.

The interior is laid out in continental style, with an unusual yet practical moulded bow section with bow roller and cleats, a spacious raised forward locker fitted with a cushion, and an infill section that makes the whole bow of the craft a sunbathing area. The steering console is conventional, with a forward 'suicide' seat and sensibly sized windscreen which gives good protection, but the helmsman's leaning post, although adequate, could have been, and evidently is being, improved. Above the helm position is the dominant 'T' top with its four stout supporting legs and fabric top to keep the sun off the crew, but just how practical this is in the UK is questionable, although undoubtedly useful in hotter climates. It is the moulded aft sections that are the main feature of the interior, where the wrap-around seating and dining/drinks table dominate the area. This is a very sociable area for relaxing and, with the table stowed, not a bad place to sit on the wide wrap-around rear bench seat when underway, although the seat cushions could be more generously padded, something the importers are aware of and addressing. The raised backrest on this seat provided good protection, and I thought this area would be a safe place for a family, particularly children, to sit. Above the rear seat is a moulded GRP radar arch that looks right on this craft and appears strongly made and supported. Finally, right aft, there is a cleverly designed and laid-out bathing platform area and an unusual yet practical bathing steps arrangement set into the aft cone ends of the buoyancy tubes. All the flat surfaces are covered in artificial teak, and this adds greatly to the appearance of the craft, the light teak contrasting well with the all-black craft.



Easy access when exiting the water



PIRANHA 660

FIRST GLANCE



Functional fully equipped centre console. Handy easy reach hand rails.



Steps finished in teak gives this craft that extra touch of class.



High wind screen protects you from the elements.



Teak extra with roller bow.

Pull out table for entertaining.



There were no rigidity issues and I was pleasantly surprised by how well she rode and felt...



There is an enormous amount of locker space throughout, and overall I thought the interior was laid out well for family use, but now we had to see if the dynamics were also up to the mark, and we set out over the Chichester Harbour bar to see if we could find some testing waves.

There was just enough chop to find out how the hull rode and certainly enough to test the rigidity of the craft, and I can confirm that she was better than expected. Heading into the waves or into the backs of them in a following sea, the craft rode smoothly and predictably, the high bows giving the impression that they would shoulder aside some pretty big waves, while keeping the crew dry. There were no rigidity issues and I was pleasantly surprised by how well she rode and felt, although because of propeller slippage/cavitation and hydraulic steering issues, I was unable to exploit

the craft's full potential on the turns. Performance from the Evinrude 150 hp E-Tec was very good, and features like access to the under-deck fuel tank and the extensive number of useful grab handles showed that some practical thinking had gone into this craft.

To sum up, contrary to popular misconception, boats from the Far East can be just as well made and finished as those in the West, and it is only a matter of the builders being given the right instruction on materials and the correct build techniques to fulfil this aim. The Piranha 660 is not conventional in appearance and nor is it perfect, for it has a few issues such as the upholstery, the steering and a number of minor items to sort out, but the UK distributors are aware of these shortcomings and keen to redress any issues that need attention. I expected to be disappointed by the ride and build integrity but was pleasantly surprised and, with a couple of reservations, I thought the rear seating arrangement worked well, particularly for a family.

Overall, the Piranha 660 presents a sound package as a family craft: it goes and rides very well, has plenty of seating and seems to be soundly built. It just remains to be seen if the buying public will give it the support it deserves.

Paul Lemmer
Pics by Paul Lemmer and Ben Reynolds

TECHNICAL DATA

PIRANHA 6.6M

Length Overall: 7m
Width: 2.7m
Weight: 780kg (Hull only) Dry weight
Persons Capacity: 10
Max HP: 150
Engine: 150 Evinrude E-Tec DPX
Deadrise 'V' @ transom: 22°
Tube Diameter: 52cm
Number Of Chambers: 6
Max. Load Capacity: 1664kg
Tubes: Piratex - 1.2mm Denier Polyester fabric coated with PVC or Hypalon
CE Category: C
Warranty: 3 year on hull and tubes - 5 years for hypalon

STANDARD EQUIPMENT

Hydraulic steering
2 x Batteries
Nav lights
Fitted VHF
GRP arch or Stainless A frame
FWD and AFT Sun decks
Console and seating
Electric bilge pump
Cleats and ski pole
Bow roller
Anchor
Cockpit table
Transom stepped tubes
Part Synthetic teak
Accessible Internal 200L fuel tank
PVC foam core
Compass
Lifelines
Transom telescopic ladder
Extras on test craft:
T-Top
Full synthetic teak
S/S backrest upgrade
E-Tec 150hp Outboard
Fishing rod holders



Specification
LOA: 3.8m
Beam: 1.8m
Tube Diameter: 42cm
Air Chambers: 3
Max Persons: 4
Max HP: 50
Min HP: 30
Top Speed: 40mph
Shaft: 20"
Weight: 165kg
Hull: 22°
Fuel Tank: 70L
Warranty: 5 year



Luxury as standard

Full synthetic teak decking, tube steps, 70L internal fuel tank, upgraded upholstery, electric bilge pump and much more are all standard equipment on this luxury sports tender.

Standard Equipment
Mechanical steering
GRP tube steps
Automatic bilge pump
One piece moulding
Upholstered cushions
Battery
Isolator switch
Bow fitting
Full flexiteek decking
Lifting eyes
Bow locker
Grab handles



On the water for
under £10,000!

A smart entry level rib which is capable of exploring estuaries and coasts with ease. Variety of layouts to allow up to 5 to sit comfortably. 25L of fuel will keep this rib running all weekend. Come and test one today.

Specification
LOA: 4.2m
Beam: 2.0m
Tube Diameter: 48cm
Air Chambers: 4
Max Persons: 5
Max HP: 40
Min HP: 25
Top Speed: 35mph
Shaft: 20"
Weight: 200kg
Hull: 20°
Fuel Tank: External
Warranty: 5 year



Standard Equipment

Mechanical steering
GRP tube steps
Various seating options
Upholstered cushions
Battery
Lifelines
Bow fitting
Part flexiteek decking
Lifting eyes
Bow locker
Drain plug
Grab handles



Performance cruising

The 5.8m will give you confidence taking your family or friends out on the water and provide a comfortable ride. She has enough room to pack all the equipment for a great day on the water.

Specification
LOA: 5.8m
Beam: 2.33m
Tube Diameter: 52cm
Air Chambers: 6
Max Persons: 9
Max HP: 90
Min HP: 70
Top Speed: 47mph
Shaft: 20"
Weight: 620kg
Hull: 21°
Fuel Tank: 120L
Warranty: 5 year



Standard Equipment

Mechanical Steering
GRP tube steps
Navigational lights
Automatic bilge pump
Upholstered cushions
Bow rails
Battery
Isolator switch
Ski pole
Arch or A frame
Lifelines
Upgraded bow fitting
Part flexiteek decking
Pop up cleats
Lifting eyes
Compass



Versatility in a 5m package.

Explore the coast in comfort and style with the new Piranha 5.2m. Superb economy partnered with the new 'Lean burn' Suzuki for extended trips. Large tube diameter and V hull make this a safe sea going rib.

Specification

LOA: 5.2m
Beam: 2.1m
Tube Diameter: 50cm
Air Chambers: 5
Max Persons: 7
Max HP: 70
Min HP: 40
Top Speed: 40mph
Shaft: 20"
Weight: 375kg
Hull: 22°
Fuel Tank: External
Warranty: 5 year



Standard Equipment

Mechanical steering
GRP tube steps
GRP Arch or A frame
Navigational lights
Automatic bilge pump
Upholstered cushions
Various seating options
Battery
Isolator
Towing eyes
Lifelines
Bow fitting
Compass

Specification

LOA: 4.8m
Beam: 2.0m
Tube Diameter: 48cm
Air Chambers: 4
Max Persons: 6
Max HP: 50
Min HP: 25
Top Speed: 35mph
Shaft: 20"
Weight: 216kg
Hull: 20°
Fuel Tank: External
Warranty: 5 year



Get the family on the water

Thinking of dipping your toe into ribbing! The Piranha 4.8m is easy to tow, launch, recover and maintain and will give you a versatile package that the whole family can use. A variety of seating options will ensure this rib suits your needs.

Standard Equipment

Mechanical steering
GRP tube steps
Various seating options
Upholstered cushions
Battery
Lifelines
Bow fitting
Part flexiteek decking
Lifting eyes
Bow locker
Grab handles
Drain plug

