



# REDBAY STORMFORCE 1050

We may appear to favour the bigger RIBs on our tests at this time of year, but it really is not intentional – it's just the way the 'cookie crumbles'...

Perhaps the smaller demonstrator craft get sold before the end of the season, and the latest versions are under development through the winter so they are available for prospective clients to inspect and trial in the new year. Whatever the reason, after the equinox the wind does blow stronger and harder for longer, and I am not complaining about testing larger craft when the weather is inclement and the seas are rough!

The Stormforce 1050 is a typical Redbay product: it is designed to tackle the harshest sea conditions head-on, throughout the year, without

flinching. When I first saw the craft at the Southampton Boat Show this September, I was immediately struck by its sheer presence. The 22" (56 cm) diameter, heavily reinforced dark-grey buoyancy tubes, very high bow and substantial double 'A' frame all suggest that this was a craft built for a purpose, and that purpose is to get the crew from one location to another in safety, whatever the weather.

While the craft itself was imposing, its seating also attracted a lot of attention, this being the first public showing of the latest suspension seats, specifically designed for marine application, from

Scot Seats, based in Fenwick, Ayrshire. Established 12 years ago, Scot Seats have been manufacturing and marketing seats for a variety of vehicles and vessels – and in particular 'cab' seats, which have been fitted in many Redbay RIBs over the past six years. The latest seats, however, are a complete departure from the ones seen on previous Redbay RIBs, being designed and built in-house by Scot Seats, with the emphasis on a rugged commercial/leisure design that is equally suited to outside use where exposure to the elements, and salt water, can play havoc with conventional seating.

Unlike the flatter-rounded aft

## TECH AT A GLANCE

### SPECIFICATIONS

Length Overall: 10.5 metres  
 Beam Overall: 3.0 metres  
 Internal Beam: 1.8 metres  
 Max Recommended Load: 11  
 Max Recommended Persons  
 Hull Weight: 1400 kg (exclud  
 engines etc.)  
 Max Recommended Engine  
 Power: 520 kW / 700 hp  
 Tube Diameter: 560 mm  
 Tube Material: Hypalon  
 Design Category: B

hull sections of the Stormf  
 11-metre wheelhouse RIBs  
 which are designed to keep  
 the bow firmly planted on  
 water, enabling the sharp C  
 bow to cut into and throug  
 waves, the new 10.5 hull de  
 is a combination of the fro  
 sections of the established  
 10-metre coupled to new d  
 'V' 24-degree aft sections.  
 reason for moving away fro  
 the 11-metre design is that  
 10.5 is a lighter, open outbo  
 powered craft, and the dee  
 'V' aft sections suit a craft  
 which has less weight forew  
 and may become airborne

travelling at speed in heavy seas.

The Stormforce 1050's layout is conventional, with a tall patrol-type steering console, four suspension seats, a double 2" (5 cm) diameter black powder-coated stainless-steel 'A' frame, incorporating an engine protection bar and a forward GRP locker with Samson post. There is heavy reinforcing, full-length lifelines and non-slip wear patches with grab handles on the tubes, and overall, the craft is a model of functionality, leaving plenty of space on the extensive, uncluttered deck to be utilised for more seating, cargo or as a spacious dive platform.

Starting in the bow, there is a tall, watertight GRP storage locker which, on future models, will be adhered to the buoyancy tubes to provide support for the tube, and on top of the locker there is a short, strong Samson post. Behind this is a much larger under-deck locker accessed through a tough-looking flush-mounted watertight Freeman aluminium hatch.

The console is a modified version of the established Redbay 'patrol' unit, with a tall, tinted windscreen and a black stainless grab rail running around and down the sides. In addition, there are two more rails situated either side of a watertight access hatch on the front of the console. While the ergonomics worked well, I did have difficulty seeing through the tinted windscreen, particularly in the fading late-afternoon light, and the seating was set for someone taller, preventing me from comfortably reaching the helm from a seated position. It should be pointed out that these fixed prototype seats were still being hurriedly fitted on my arrival at the Redbay factory; future versions will be adjustable fore/aft and in elevation, an advantage (according to Scot Seats) that other waterproof



A serious deep-see hull is essential to an offshore RIB of this type



suspension seats are currently unable to emulate.

Aft there is a high full-width transom splash well bulkhead-cum-seat locker arrangement, and this is fitted with a watertight hatch, providing access to dry storage and two fuel filters. There is a single 4" (10 cm) 'elephant's trunk' drain sock in the transom to starboard (future craft will have two), plus two 1100 GPH automatic bilge pumps, one on deck to port, the other below deck in the lowest part of the hull.

With a good force 5/6 blowing, the seas were ideal for the test, particularly off Tor Point where the tide was running hard against the wind, creating some big, steep

The craft's handling and ride were impressive, with only the occasional bang from the bow as we hit the odd awkward wave at an angle.

seas for Redbay boss Tom McLaughlin to show off his latest creation's abilities!

The first thing I noticed when setting off at sub-planing speed was how difficult it was to see over the very high bow (Tom is addressing this on production craft), but once underway it did become better, although still difficult for my short frame. Heading towards Tor Head in increasingly large waves, we were able to maintain around 36 knots, the craft easily handling the

seas, and the comfortable ride significantly helped by the excellent suspension seats. The waves were coming at us at an angle, and as we landed off each wave, the G-force was driving our bodies sideways, but this is where the seats showed their unique quality: as well as taking out the shock vertically, the backrests are designed to move very slightly sideways, and this 'give' stops the side of one's body from being compressed and helps reduce whiplash of the neck. Scot Seats explained

Heading directly down the same roller coaster waves ... showed the high bow configuration at its best, the craft never once burying itself...



Ideal conditions to test a craft of this type

that they were still developing the shape and padding of the cushions, as well as the settings for the damping, both vertically and laterally, but there was no doubting the amount of cushioning they gave in these testing conditions.

The craft's handling and ride were impressive, with only the occasional bang from the bow as we hit the odd awkward

wave at an angle. With the twin Suzuki 300s and console/seats all mounted well aft, the centre of balance was orientated towards the stern, and heading into the big seas I felt the craft would have benefited from a set of trim tabs or bow water ballast to keep the nose down. Heading directly down the same roller coaster waves, on the other hand, showed the high bow configuration at its best, the craft never once burying itself, despite Tom's hardest endeavours to prove the point.

Having taken over the helm, I managed a 55-knot high-speed run in the relative shelter under the lee of the cliffs, and in the contrasting maelstrom off Tor Point I came away reassured that Redbay had once again come up with a winning formula. But now it was time for the photo shoot and this is where things became something of a challenge! In the lee of the point, Tom edged the craft up to the rocks, where I jumped onto a wet slippery outcrop and made my way out to the tip of the point to get what turned out to be some good action shots. Perched at a

steep precarious angle, with the waves just below me, I wedged myself into a crevice and snapped away as Tom 'played' in the boiling seas. The results speak for themselves, although it felt a bit surreal to be sitting on a rock in Northern Ireland taking pictures of a RIB with the Mull of Kintyre in Scotland as a backdrop!

To sum up: when a boat manufacturer has a reputation for excellence in a particular sector of the market, it is sometimes difficult and not always possible to come up with the same standards time and again; however, in the case of the new Redbay 1050, I can report that this latest offering fits right in with their image as one of the world's most respected seaworthy RIB builders, and once the few minor issues are addressed on the production craft, it would seem that existing and new clients will be putting this craft and the new Scot seats on their shortlist. **Paul Lemmer**

NB: No performance or fuel consumption figures available due to unsuitable weather conditions.



### SCOTSEATS SHOCK MITIGATION SEATING

The seating to this 10metre Redbay involves a revolutionary new three-stage shock mitigation jockey unit. Made by Scotseats, the seat combines a triple stage height and weight adjustable shock mitigation system; the principle factors behind this new product involve the following:

#### Stage 1: Adjustable height and shock suspension

- 150mm of progressive travel with spring assisted dampen, to help reduce risks of whiplash
- 75mm height adjustment which incorporates automatic Body Mass Index compensation for weight when height of seat base is increased
- Three stage adjustable shock absorber for different weights

#### Stage 2: Shuffle System (side-to-side movement)

- Mitigates longitudinal and lateral impacts in three dimensions
- Reduces small amplitude frequencies which cause stress and fatigue

#### Stage 3: Seat / Mitigation Foam

- Protects vertical impact to coccyx
- Seat design and ToughTec neoprene aids neutral spine position
- Mitigation Foam isolates multi-frequency vibration
- Increased lateral security

All enquiries and further info see [www.scotboatseats.co.uk](http://www.scotboatseats.co.uk)

## TECHNICAL INFO

### SPECIFICATIONS

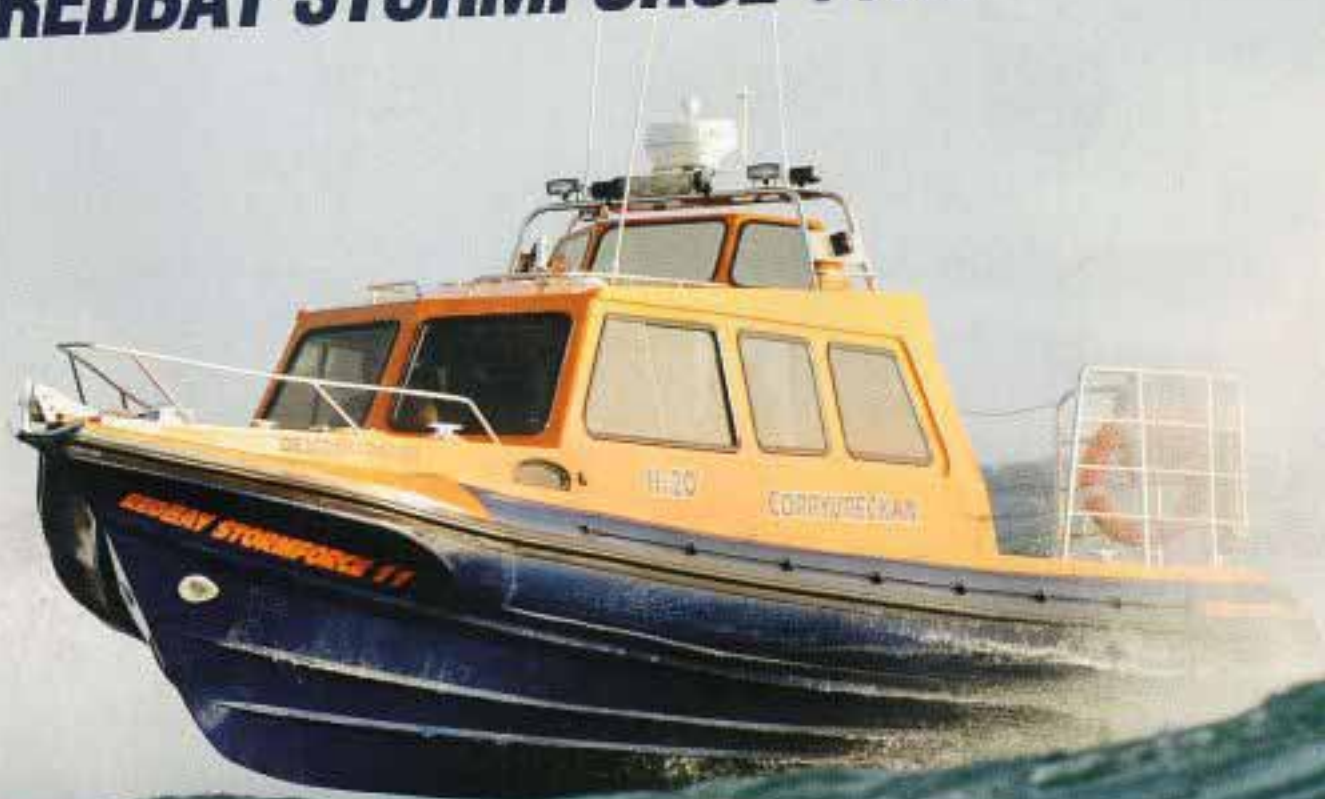
Length Overall: 10.50 metres  
Beam Overall: 3.0 metres  
Internal Beam: 1.80 metres  
Max Recommended Load: 1190 kg  
Max Recommended Persons: 14  
Hull Weight: 1400 kg (excluding engines etc.)  
Max Recommended Engine Power: 520 kW / 700 hp  
Tube Diameter: 560 mm  
Tube Material: Hypalon  
Design Category: B

### CONTACT DETAILS

Tel: +44 (0) 28 2177 1331  
Fax: +44 (0) 28 2177 1471  
Email: [info@redbayboats.com](mailto:info@redbayboats.com)  
Redbay Boats Ltd, 1 Gortaclee Road, Cushendall, Co. Antrim, N Ireland, BT44 0TE

# A FORCE TO BE RECKONED WITH

## REDBAY STORMFORCE 11M



**T**hey say that Homer called the Mother of Invention, this was certainly true of the Redbay range of RIBs. In their home waters off the north west corner of Ireland they need a boat which could cruise in that turbulent sea that are often created by a sudden change in wind direction. The seas are further aggravated by the confluence of many tidal streams in this area. This is boy's boating, not girls waters like those off the south coast of England. Tom McLaughlin spent nearly 30 years on the lifeboat crew at Redbay and so felt he knew what was needed to deal with the local conditions and set about to build it.

The bow section of the 11m is enclosed and has a fully moulded bow protecting the tubes from head on seas. The tubes are faired into a tunnel to provide a large surface area contact with which to attach them. They then come off and they just touch the water at rest for the last 10% or so of

the boat's length. This gives plenty of stability at rest without adding the risk of drag underway and ensures that the vulnerable forward ends are completely shrouded.

The true entry of the bow and the high prow give a good indication of the wave punching ability of the boat - it really is quite astounding in a sea. When taking the pictures we had out two of these 11m boats, MOLLY JAMES and CORYVRECKEN II. There was a good fifteen foot sea running, yet I was able to stand on the after deck to photograph the other boat without the need to be roped on and transferred from one to the other without drama. Running through the sea we managed to sustain a speed of 20 odd knots and it was perfectly comfortable. The boats would have gone faster if the need had arisen. These RIBs are designed and built to cater for waters that become such an orgy of confusion that it would satisfy the most demanding of Roman Emperors.



To get a measure of what the Redbay cruising club gets up to of a weekend, you have to think completely out of the box. Their normal waters are like the Portland race during a gale. They think nothing of it and go on jaunts across to the Scilly Islands for a beer and a bit of chips. Tom's own boat is well named, their idea of fun is to run across and pick up the surrounding waters in a howling hole.

The cabin RIB has been designed for long range cruising comfort. There is all the strength and ability of an MC standard of build married to the great comforts of air seats with harnesses, fully enclosed wheelhouse with heat and screen demisters, piped music, a total shelter from the raging elements can be horrendous up top, but cocoon within the cabin it is always pleasant. The forward cabin provides a large double berth and is also the needs compartment with a proper sea toilet. The after end of the cabin forms another bunk with



**"ONE THING IS CERTAIN, AT £100,000 FOR THE CABIN RIB FULLY SPECIFIED, YOU GET AN AWESOME BOAT FOR YOUR MONEY."**



### REDBAY STORMFORCE 11m SPECIFICATION

TECHNICAL DATA	CABIN RIB	CANOPY RIB
Length overall	11.0m	11.0m
External beam	1.30m	1.30m
Internal beam	2.8m	2.8m
Deck height up	0.5m	0.6m
Deck height (big deck)	1.2m	1.2m
Dry Weight	4250kg	4650kg
Fuel Capacity	200 gallons standard, 300 gallons max	200 gallons
Water	20 gallons	20 gallons
Holding Tank (optional)	20 gallons	30 gallons
Passengers	14 max	14 max
SPEEDS		
Flat Out	38 knots	43 knots
Cruise	32 knots	34 knots
CE Category	B	B

### PRICES (incl VAT)

CABIN RIB from £110,000  
fully specified including Raymarine electronics £125,000  
CANOPY RIB from £85,000. Fully specified £110,000



500 miles. The Redbay Stormforce 11m is given that as standard, depending on engine choice it is rated as between 500 and 700 nautical miles in a coal fire fuel tank, but they can provide more as an option. Apparently Alan Piddly has had a look at this boat and is taking of 2500 miles range requirements, which Tom is quite confident in being able to provide. Last year Tom took Corvweckan (I can't find around the Scottish Islands for a couple of weeks. They got up as far as Shetland and then worked their way back through the Outer Hebrides. It sounds like a fabulous trip. On another occasion they took one around the North Coast of Scotland to Norway, another passage requiring a boat with serious cruising capabilities. That is the hallmark of Redbay, capable and cruiseable, not just floating kelp.

Tom has been fitting Yamaha sterndrives for some time. He is one of the largest sterndrive customers outside the Military in Europe, and as such has



been one of the best beds for the new Hydra Drive. Corvweckan is fitted with a pair of 427 Turbo Diesels, the model the new 422 and 422HD have superseded. All the big RIBs are fitted with Yamahas. Tom won't fit anything else now because of the superb back-up and reliability they give. He had also come to the conclusion that the Yamaha is more economical than anything else of similar horsepower.

Fitting the Yamaha sterndrive is the simplest system out there. Everything is routed through the drive leg, so there is only one aperture to cut through the transom and although there are different drives available, they all use a common transom plate. As the X dimension and aperture is exactly the same regardless of engine specification and gear ratio. The wiring harness has been designed by Yamaha themselves and has been colour coded to aid connection. No longer do you need an auto electrician to route the wiring, you just plug wires into white, red into red and the electricals are taken care of. The simplified wiring means a builder can have the Yamaha sterndrive installed into a completed boat and up and running in about 2 hours.

The 11m Redbay can be ordered in two versions. There is the full cabin layout, or for those who prefer the protection of a windshield but not the additional weight of the full cabin, there is a soft top, fully stretched canvas option. The canvas adds a bit of extra weight, but it can be removed if you don't want it and it can withstand full speed without flapping. Then, when the sun comes, but you can't remove the top and have an open boat. It depends on the kind of boating you intend to participate in. Are you the sort to climb out and climb into a sleeping bag or do you look into a B&B and enjoy the creature comforts of a bed that floats? One thing is certain, at £100,000 for the cabin RIB fully specified, you get an awesome boat for your money.



# THE WHISKY RUN



Scotland and Ireland have a common denominator in the form of liquid. It comes in two versions - there's the turbulent, exciting, salty version and then there's the mellow, warming barley juice. How thoroughly uplifting that the two go together so nicely. By Simon Everett.

**T**o take advantage of this state of affairs a group of Redbay RIB owners get together each year to use their boats for what they were originally intended, taming the sea off the Antrim and Western Isles coasts.

This is one of the most treacherous pieces of water anywhere in the world. It's an area of tide rips, overfalls and gigantic whirlpools, whipped up by the confluence of five different tidal streams meeting and being funnelled through the narrowest part of the Irish Sea.

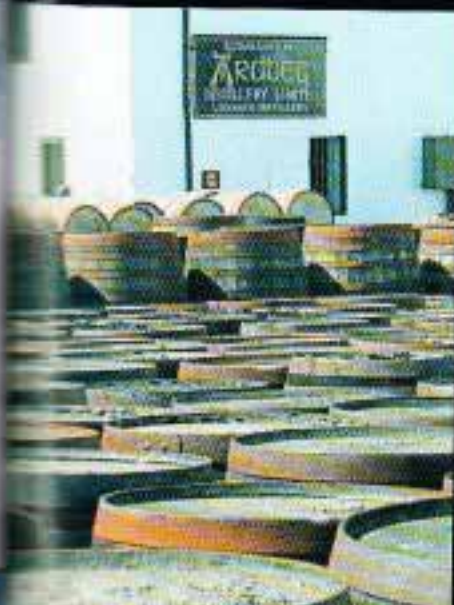
It's also an area of magnificent scenery, teeming with marine wildlife. With the promise of a slap up meal courtesy of Ardbeg distillery and a dram of some of

Islay's finest produce it's little wonder this trip attracted no fewer than 32 boats.

With so many craft to launch, the slipway was a hive of activity. Every crew mucked in to help each other get on the water and clear of the quay as quickly as possible. By 11:30 with all radio checks completed, the flotilla left Cusbendall and set a course for Islay.

At first there were some big swells and chop caused by wind over tide off the north point, but once they cleared land the conditions eased with clear blue skies and a flat calm sea.

Ardbeg is on the southern coast of Islay, about 40 miles north and east of Cusbendall. With the group cruising at a





steady 30 knots it took just over an hour before we were nosing into the harbour at Ardbeg.

It seems we were expected, as on arrival, a piper was on hand to celebrate our crossing. Standing above the little harbour with pipe in hand, he sent a pretty skirl drifting off across the water. I swear it nearly brings a tear to the eye of even the most hardened RIBster. Though having said that, the utterly mesmerising scent of peat-rich whisky may have played its part.

---

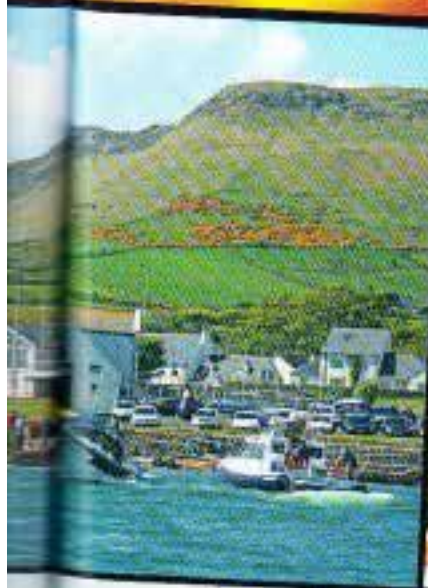
**We arrive to a lone piper  
and a mesmerising scent  
of peat-rich whisky drifting  
across the water**

---

The staff at the Ardbeg visitor centre were waiting with a fine three course spread on long tables, and some live music. A tour of the distillery followed, together with the traditional whisky tasting that goes with a visit like this. All too soon it was time to head back towards Ireland, but the trip was not over.

From Ardbeg, the flotilla set a course



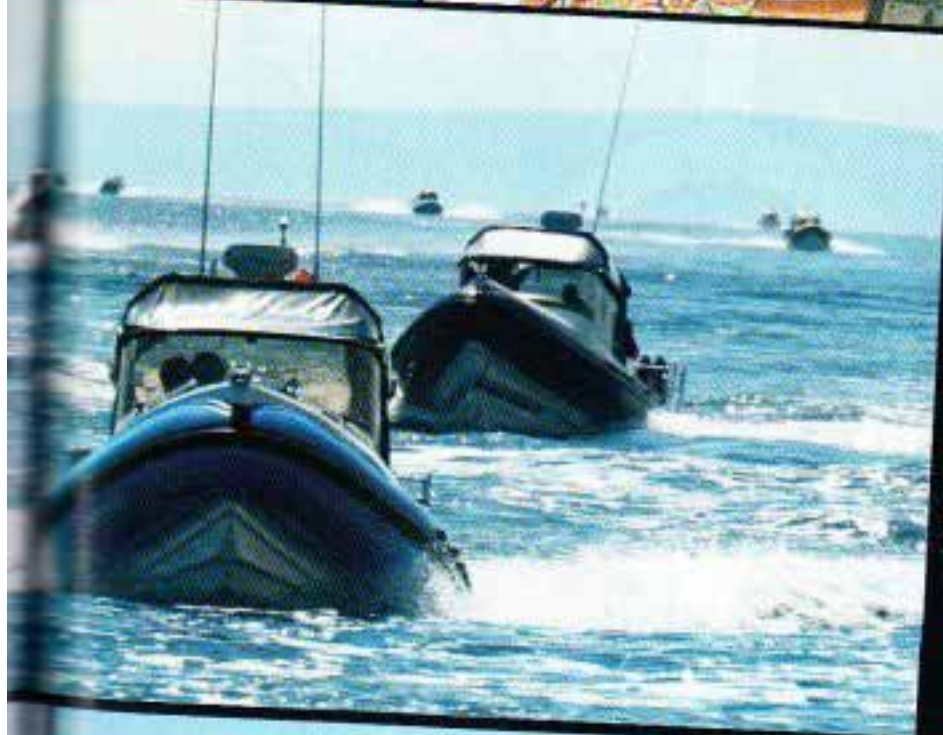


for Rathlin Island, off the north Antrim coast near Ballycastle. This is a wonderful island and the sheltered harbour has a new pontoon which was swiftly filled to bursting with the multicoloured tubes of the Redbay boats.

It's a short walk to the pub and restaurant overlooking the bay, and it's one we quickly made, which is a shame in some ways, as Rathlin Island has a lot to offer, particularly to a fan of history.

Times were tight though, and at 1900 it was time to get the boats back to Cushendall and onto their trailers. And as we make our way back across the Irish Sea, I can't help noticing, not for the first time, that not everyone is cocooned inside a twin-engined monster of an ocean-going cabin RIB. Some smaller

**From Ardbeg, the flotilla sets a course for the marvellously historic Rathlin Island, off the north Antrim coast near Ballycastle**



boats, barely 6m in length have also come along for the ride and are now playing contentedly in the wakes.

It's worth noting, because this is the kind of cruise in company that we need to see more of - lots of boats, lots of sizes, great scenery and a destination you're really keen to reach. If you're planning something similar let us know and we'll do our best to come along. You too can see your story immortalised in these pages...







By DAG PIKE

## Dag Pike travels to Northern Ireland to try the latest design from Redbay Boats

REDBAY BOATS HAS been building boats for the past 35 years and building RIBs for 20 years, making them one of the more experienced RIB builders.

Located in Northern Ireland, Redbay has designed its RIBs to cope with the harshest conditions and they have a challenging testing ground right on their doorstep at the North Channel.

Because the local market has demanded tough and seaworthy RIBs, all the RIBs built by Redbay are geared to operate in the worst conditions. To meet this demand Redbay has developed its own unique RIB designs featuring a hard raised bow matched to carefully shaped curves.

### LARGEST

The latest addition to their range is also the largest and one of the largest British built RIBs at 16.5 metres long. Tom McLaughlin, the CEO and founder of the company commented, "We were finding new orders hard to come by in the recession so we focused our efforts on developing something new, a large RIB that would meet the demands of the commercial sector such as pilot and patrol boats and also as passenger boats. The result of our two years of development work is the Stormforce 1650, which embodies our years of experience of building RIBs for the commercial sector and it has several unique features.

"We looked at the types of boat available for the pilotage market and

## High seas easy in Redbay's largest RIB



All Redbay RIBs are designed and built to operate in hark conditions.

for other operators who put in a large number of operational hours in their boats every year. We saw the need for a boat with easy and simple maintenance and this, combined with the excellent seaworthiness and economy of this new design, makes our 1650 unique."

"Because of the easy access to the engine compartment and the spacious layout, we estimate that an engine could be replaced in less than a day. This means that something like a pilot boat could remain operational without extensive lay-ups and this could mean operating just a two boat fleet instead of three on a patrol or a pilotage operation, with a considerable saving in investment. Everything on the design of this new RIB has been developed to give easy access for maintenance and repair and we have

built this design to the very highest standards."

For a large RIB the 1650 has a very deep vee at 24° which accounts for its exceptional sea-going ability. On a sea trial out from Redbay it was blowing a full gale in the North Channel and there was a lively sea in the tide race around the north east corner of the land. The Redbay crew kept apologising for the lack of rough sea conditions when in fact it was the smooth and capable ride of the 1650 that made the conditions seem mild. On all points of the compass the 1650 performed well and provided a safe secure ride.

To build this larger RIB Redbay invested in a new construction hall in their yard. The hull is built using a combination of transverse and longitudinal framing with a

glass/epoxy laminate. This has produced an immensely strong hull that can cope with the stresses of rough seas and challenging alongside situations. Sandwich construction is used for the superstructure to give increased rigidity plus heat and sound insulation, and the interior is lined.

### ACCESS

The hull is divided into six compartments with the engines and steering right aft, then the vee-drive gearboxes and then the fuel tank compartment. This arrangement gives excellent access to all the key components of the machinery and with the engines aft they can be easily removed and replaced through the large deck hatch in the aft deck. Forward are the crew areas which include a galley and a bathroom. The



The 1650's hull has a very deep Vee at 24 which accounts for its exceptional sea-going ability.



Redbay CEO Tom McLaughlin at the helm of the new 1650.

fore peak has access from the deck and is used for anchor, rope and fender storage.

The large wheelhouse has K&B sprung seating for four and then a table and settee in the aft section but, like the rest of the boat, the layout can be varied to suit the application. The dashboard has Volvo Penta engine instrumentation plus a range of Simrad electronic navigation instruments, with two large display screens on the centreline. Visibility is excellent through the large windows and there are roof windows to give additional visibility when alongside.

**ENGINES**

The machinery on this prototype are a pair of Volvo Penta 500 hp diesels connected by a Corden shaft to 2F V-drive gearboxes with the drive then running aft to the propellers. This installation gives a top speed of 26 knots, which is probably adequate for pilotage and patrol duties but the design can accept larger engines and with a pair of the latest 1,000 hp Scania diesels, speeds of up to 40 knots are possible. Water jet propulsion is an option.

The prototype 1650 has been

developed as a pilot boat and there is considerable interest from nearby ports in the concept. A foam tube has been developed for this application to reduce maintenance and the wheelhouse design enables the boat to be self-righting. This self-righting feature combined with the excellent seaworthiness can make the 1650 suitable for search and rescue duties and such activities could be combined with more routine pilotage and patrol duties.

A passenger version has also been developed and a special mould for the superstructure has been made. The aim of this design is to provide a concept mainly for inter-island work and provision is made for up to 35 passengers in comfortable seating with a toilet compartment at main deck level and the wheelhouse mounted above.

The various concepts for this new design make the 1650 a very versatile vessel for a variety of commercial and military applications. Combined with the superb seaworthiness, this 1650 from Redbay has set new standards in large RIB design and Redbay is confident of the first sales being finalised in the near future.



**SERIOUS COMMERCIAL CRAFT FOR THE DISCERNING PROFESSIONAL USER**

**REDBAY STORMFORCE 1650**



**DEMO BOAT FOR SALE AVAILABLE February 2013 £450k +VAT**



Coast Road, Cushendall, Co. Antrim BT144 0TE  
 TEL: 028 2177 1331  
 Email: [info@redbayboats.com](mailto:info@redbayboats.com)



**INTERNATIONAL AGENTS REQUIRED**

**[www.redbayboats.co](http://www.redbayboats.co)**