



White worktops tend to stain easily

This year we also used the tender garage for its intended purpose and ran with a Ribeye TL240 aluminium-hulled RIB with 4hp Yamaha outboard.

While it was great to have these available to us without cluttering up the bathing platform, the package was really too big for the garage and needed deflating when put away. A small soft-floored tender of less than 2.4 metres would be a better bet for this garage.

So this time it really is goodbye. We've had our ups and downs, but overall we're going to miss the 38S. What will we have next year? Fingers crossed it will have a hardtop.

### Prestige 38S (now re-named 390S)

**LOA:** 39ft 1in (11.92m)

**Beam:** 12ft 9in (3.9m)

**Weight:** 7500kgs

**Power:** 2 x Cummins QSD 4.2 320hp with Axis joystick control

**Price:** from £261,182

**Total miles covered:** 1800nm

**Total hours logged:** 190

**Total fuel used:** 6600 litres

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## The best things...



TIME FLIES

We have had a number of RIBs on cruising club duties over the years, but this one takes the honours as the smallest, at just 6m (19ft 8in) – a fact not lost on Claire Frew, whose job it was to crew *Time Flies* across the Channel and beyond.

The A600 came with a Yamaha F100 on the back, giving a top speed of 37 knots. The engine was smooth, responsive and so quiet, we often didn't know it was running. You might think that going across the Channel in a boat this size requires perfect weather, but in force 3-4 conditions we were able to maintain a very impressive cruising speed of 20-22 knots. This capability comes from a soft riding, deep-vee hull, the only downside being a wet ride if the seas get up.

The boat felt very well put-together and despite some serious use (around 380 miles and 54 hours over just three weeks) it never let

us down. On long passages of around five hours, the seats started to feel a little uncomfortable and the lack of protection offered by the small windscreen was noticeable.

Not many potential owners are going to be crossing the Channel in their A600, and for dayboating, water sports, fishing or general messing around, this boat would be a perfect choice.

Equally, for a family looking at their first boat, the A600 would be right up there at the top of our recommendations list.

Its size makes it a lot more towable than a 6.5m RIB, an average family car could pull it, while it's small enough to keep at home. With a typical cruising consumption of between 5-6mpg, this all adds up to about as cheap a boat to run as you will find.

Stowage on board is phenomenal with a cavernous lazarette locker aft,

a large anchor locker forward, two big jockey seats and a massive steering console locker. The latter two also remained bone-dry for the duration making them extra useful.

The fuel filler was positioned in the outboard well, which made any spills easier to deal with and potentially safer. We did, however, suffer the usual problem of slow filling, and you needed to be careful to avoid blowback once the tank was above three-quarters full.

*Time Flies* was kitted out with a budget electronics package from Garmin, comprising a 551s GPS chartplotter/fishfinder and a 100i VHF. These all performed admirably.

We stored our A600 in Portsmouth's new dry-stack facility at Trafalgar Wharf. See we got on with that in next month's Tried and Tested.

### Ribeye A600

**LOA:** 6.0m

**Beam:** 7ft 2in (2.28m)

**Weight:** 890kgs

**Power:** 1 x Yamaha F100

**Price:** £38,918 with *Time Flies* spec

**Total miles covered:** 380nm

**Total hours logged:** 54

**Total fuel used:** 280 litres



Battery locker under the forward seat



The Ribeye A600 is ideal for dayboaters, watersports, or general leisure