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New Power

STYLISH SPORTSTER

The competition is fierce in the European sports dayboat category, but the new Ryck 280 surprises with its performance, fitout and style.



By Dominic
Wiseman



it's sexy, streamlined and svelte

In the battle for supremacy among the European sports dayboat category there is a new contender in town – the Ryck 280.

Ryck (pronounced Rick) was developed in 2021 by the HanseYachts AG group, which is responsible for many sailing and motorboat brands including Hanse, Dehler, Sealine, Fjord, and Ryck. Built in Germany, the Ryck name comes from the river that runs to the main port close to the factory. As you'd expect, the styling



and fitout bear all the hallmarks of German engineering and ingenuity.

If you were anywhere in the 1990s, boy bands were the dominant force in the music charts. Boyz II Men, NSYNC and the Backstreet Boys were popular. They all sounded the same, offering similar styles of music with a very slight twist. The European outboard-powered sports dayboat category is much the same.

There are about four brands that battle for supremacy: Axopar, Nimbus and Saxador are, like the Ryck, similarly styled, but where the Axopar, Nimbus and Saxador aim for outright dayboat styling on a sporty RIB-inspired hull in this class, the Ryck straddles the line between conventional dayboat space with cabin accommodation and the same sporty outlook. It is a distinction that would be easy to miss unless you physically stepped on one.

UNIQUE HULL

The Ryck 280 hull was designed by renowned UK designer Bill Dixon, and he has done a good job. The hull sits at 9.52m (31.2ft) in length with a beam of 2.81m.

Like many of its contemporaries, it has a twin-stepped hull bringing in air under the running surface to deliver better speed and fuel efficiency. The bow runs a reverse design, which is unusual looking, but again, a hallmark of many of the newer European designs.



combination of style and a premium level of amenities and accommodation

Above: Al fresco entertaining and dining in the cockpit.

Below: Sporty dash features a Glass Bridge layout and everything at hand.



line. As a result, the Ryck 280 offers plenty of headroom down below in the cabin.

Despite this, it's sexy, streamlined and svelte.

PREMIUM FITOUT

The cabin is a simple layout with a north/south bed, some storage and a fully enclosed head. I didn't notice a shower, but guests will appreciate the headroom and the fact that you do not need to be a contortionist to use the toilet.

The cockpit is large and expansive, with excellent access to the swimplatforms that run either side of the outboard. In this case, a 350hp Mercury engine in white, which is set beautifully against the almost metallic blue of the hull.

The cockpit is deep, offering safety for kids if you're a family with younger children. There is an expansive optional L-shaped lounge along the transom and running up the port side. A table slots into a bracket in the floor, offering a place for food and drinks.

If you prefer an open feel, you can forgo the table and use the wet bar for food and drinks. This approach really opens the space.

The wet bar is equipped with a barbecue, a must in Australia, or you can go for two stove elements, and a sink on the right. The barbecue is good for a small meal, not much more though.

The wet bar is immediately behind the helm and cleverly does not go all the way to the floor, again creating an exemplary feeling of spaciousness.

Even without the large bow cushions in place, offering yet another place to sit and relax, the Ryck 280 entertains seamlessly with convertible seating and room galore.

Access to the bow is via a walkway along the side of the cabin. It was wide enough on the test day for my wife to usher our two-and-a-bit-year-old to the bow under his own steam while carrying our 11-month-old, who had fallen asleep in her arms, up to the front lounge to sit down. The lounge is mighty comfortable too, with a backrest that's just the right angle.

The test boat was fitted with an optional Flexiteek floor. It is hard-wearing, cleans up well, is way more comfortable underfoot than hard fibreglass – but does seem to hold on to dirt in a way that make it look kind of dirty. Regular washing is the only way to keep it looking fresh.

AT THE HELM

The helm position is unfussy and shielded from the sun by an optional large hard T-top. The bar work is sturdy and integrates well with the equally black bow rail.

The twin helm seats provide good support and are equipped with a bolster, ensuring you can drive seated or standing equally well. I found my most comfortable driving position to be standing. It offered the best view ahead. Seated, the view was somewhat compromised.

Ahead of the driving position are all the controls you need. They all fall easily to hand and there's a generous space for marine electronics. All the engine data was running through the Simrad unit installed into the large flat panel ahead of the driving position.

Ryck uses what it calls Glass Bridge technology, allowing for twin displays should you prefer that. The displays sit on a glass panel, which gives the feeling that units are more integrated than added later, if that makes sense.

PLEASING PERFORMANCE

Underway, the Ryck is lovely to drive. On the test day, we had some of the flattest water I can recall on a boat test, which made it very difficult to test the rough-water handling. In saying that, we achieved a top speed of 40 knots



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Above: How's this neat wet bar with the obligatory Aussie barbie?

Left: Best perch underway is at the transom, and it's a super comfy L-shaped one on the Ryck.

Below: Skipping is a doddle, and a thrill to drive with 40-knot top performance.



(74km/h), which is definitely fast enough to be in sports-boat territory.

In driving the boat, though, it does not feel sporty – and I do not mean that in a bad way. The boat is so solid feeling, so sure of itself, that it doesn't feel like you're going 40 knots. It does not have the sheer acceleration and blinding speed of some other makes. It is, on the other hand, very comfortable.

Throw it into a turn and it holds on with so much ease that you can power out of a turn and not feel any slip at all. The hull also leans over so exquisitely that you aren't left holding on for dear life as you execute a hard corner. Crossing the boat's own wake is also almost like riding on a cloud as you do so.

I had to leave the rough-water handling to some educated guesswork and anecdotal evidence. Without truly testing it, the assessment of Windcraft, the Australian importers of the Ryck 280, is that this is a sharp-entry hull which slices through the water with an excellent ability to keep spray away from the boat. I cannot disagree with that statement, but would love the opportunity to test it offshore.

STYLISH AND INNOVATIVE

What I like about the Ryck isn't just the look, but rather the combination of style and a premium level of amenities and accommodation. It still uses the same bones as the competition, but is

different enough that it will never end up in the specials bin like those boy bands' CDs.

Up top, you have an elegant entertainer with space to burn, while below there's the option for a weekend away, and the stand-alone bathroom will be worth its weight in gold when guests are aboard.

Options fitted on our review boat include a hardtop, the Relax package (anchor, fridge, bow cushion, sunpad cover, mooring lines and fenders), wet bar, Flexiteek flooring, bow thruster, and Simrad unit with NMEA Yamaha connectivity.

All over, this boat looks innovative and classy, plus the performance is plenty enough to sink your teeth into should you ever feel the need. 

RYCK 280	
LOA:	9.51m
Beam:	2.81m
Draft:	0.91m
Weight (dry):	2700kg
Fuel Capacity:	300lt
Persons:	8
Power:	350hp Mercury V6
Price from:	\$250,865
Price as tested:	\$300,000
More information: Team Windcraft, tel: (02) 9979 1709. Web: teamwindcraft.com	

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