


Silurian 1080



T H E U L T I M A T E R I B

 scorpion

A man with dark hair and sunglasses is seen from the side, looking out from the cockpit of a Scorpion RIB boat. The boat is white with black seating. The background is a clear blue sky with a hint of sunset light on the right. The Scorpion logo is visible on the boat's side and the man's jacket.

Escape the Ordinary

Scorpion's unrivalled capabilities provide the driest, safest and most stable ride of any RIB in the world. That promise of freedom with safety makes Scorpion the first choice for creating memorable experiences with family and friends or giving your guests the most exhilarating time of their lives.

Building on a Unique Legacy

The Silurian's class-leading capabilities come from the unique Scorpion hull design that has been proven over 20 years of coastal cruising and ocean passages to deliver a soft, comfortable and safe ride with outstanding performance and fuel efficiency. It's regarded by many as the best handling boat they have ever experienced.



"I want to work with the best, that's why I chose Scorpion."

Sir Ben Ainslie

"... nothing approaches the Silurian 1080's ability to track true and reliably in virtually all sea conditions."

Professional fleet captain after 1000nm of cruising two Silurian 1080s in the Bahamas and Iceland.
See his full testimonial on page 11.



The Ultimate RIB

The 10.8m Silurian is everything you expect from a Scorpion RIB and more. More spacious decks, more entertaining areas and more opportunity for customization and power options mean your Silurian will precisely match your needs and personal style.





The Ultimate Superyacht Tender

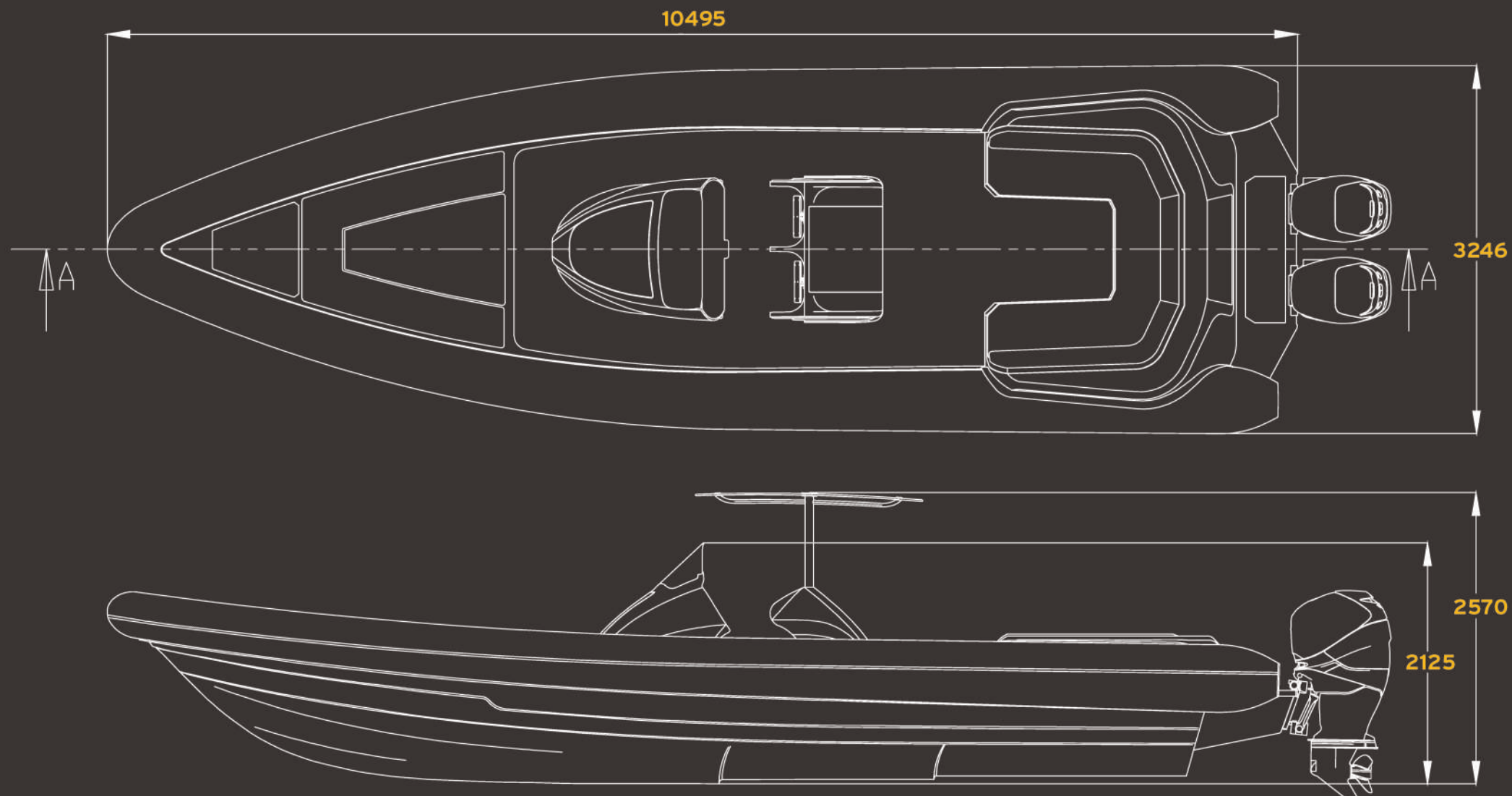
The Silurian 1080 defines the luxury tender for Superyachts, delivering unrivalled safety, luxury and performance whatever the conditions. And with excellent towing abilities and reinforced bow gear the Silurian makes the ideal chase boat.

The Silurian is a stylish compliment to the mothership's presence in port and at sea, equally at home transporting your passengers and crew in complete comfort to port or to far-flung bays, islands or harbours.





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SPECIFICATIONS

Dimensions

LENGTH OVERALL >>	10.49 m
BEAM OVERALL >>	3.25 m
BEAM DEFLATED >>	2.95 m
DRAFT >>	0.42 m
CE CERTIFICATION >>	B
DRY WEIGHT (exc engines) >>	3,000 kg

Twin Outboard Options

TWIN YAMAHA 4 STROKE TO 800HP
TWIN MERCURY VERADO TO 800HP
TWIN EVINRUDE G2 TO 600HP

New Inboard Model for 2018

TWIN YANMAR TO 740HP
TWIN MERCURY TO 740HP
TWIN VOLVO TO 600HP

Standard Equipment

RAYMARINE GPS CHART PLOTTER WITH DEPTH SOUNDER/ EU CARTOGRAPHY
RAYMARINE RAY50 VHF WITH DSC
FUSION UD750 STEREO WITH TWO SPEAKERS
LENCO ELECTRIC TRIM TABS WITH TRIM CONTROL SWITCHES TO CONSOLE
LOPO LED NAVIGATION LIGHTS (PORT, STARBOARD AND ALL AROUND WHITE)
SURFACE MOUNTED OFFSHORE COMPASS
MINI CIRCUIT BREAKER IN CONSOLE, INCORPORATING 12 VOLT PLUG
MANUAL FIRE EXTINGUISHER IN CONSOLE
TWIN STAINLESS STEEL FUEL TANKS WITH INSPECTION PLATE, 425 LITRE EACH.
2 X FUEL FILTER WITH CLEAR INSPECTION BOWL
TWO X 110 AMP HOUR SEALED BATTERY LOCATED IN REAR LOCKER
2 X COLD WATER PUMP OUTLETS FOR HOSE/SHOWER WITH 100 LITRE FRESH WATER TANK
TWO AUTOMATIC BILGE PUMPS AND ONE EMERGENCY MANUAL PUMP
STAINLESS STEEL BOW EYE
STAINLESS STEEL TOWING EYES TO TRANSOM FOR TOWING BRIDLE

STAINLESS STEEL SKI POLE
PERMATEEK® DECKING WITH A CHOICE OF FINISHES
10 X SOFT WHITE LED DECK LIGHTS
ANCHOR, CHAIN AND WARP
TWO SCUPPERS WITH DRAIN PLUGS; DECK DRAINS TO UNDER-DECK CENTRE DRAIN WELL
3 X PULL UP CLEATS
3 X 12M MOORING LINES AND 4 FENDERS
TELESCOPIC BOOT HOOK
INDIVIDUAL SEAT AND CONSOLE COVERS
STAINLESS STEEL BOARDING LADDER TO TRANSOM
ALL STAINLESS TO 316 GRADE
TINNED WIRING THROUGHOUT EXCEPT FOR MAIN BATTERY CABLES
BOAT MANUAL, BUILDER'S CERTIFICATE AND CE PLATE
SCORPION 2 YEAR WARRANTY ON HULL AND DECK MOULDINGS



Every One is Unique

Scorpion RIBs are all about freedom. And that includes freedom to create exactly the right boat for you. Every Silurian is hand built to your specification so you can choose from outboard and inboard engine options, a wide range of colours, seating, console and layouts to perfectly suit your taste and requirements.



"...this is the best riding boat I have been in."

"...nothing approaches the Silurian 1080's ability to track true and reliably in virtually all sea conditions."

Silurian 1080

TESTIMONIAL

"I could not be more happy with the performance, handling, or finish"

"...when traveling 50+ knts in a 1m sea, you simply can set the throttle and run it..."

"stellar after-sale support"

As we prepare to take delivery on our third Silurian 1080, here is some feedback on the ride, handling and performance of our first two Silurian 1080s. First, I will qualify the below with the background that I have been a professional captain for the last 17 years. For more than the last decade I have spent nearing 300 days a year on the water. Throughout, I have had the privilege of putting offerings from virtually every high-end center console manufacturer on the market through its paces.

Not having been a part of the original test rides of the Scorpion products prior to purchase, I went into my first trip aboard the Silurian 1080 with nothing more than the information available in promotional materials. I received the first vessel at Harbor Island, Bahamas in July and made the 400 NM run to Boca Grande, FL shortly after. Throughout this first ride I encountered conditions ranging from glass calm to two meter breaking chop during some pretty nasty Gulf storms. Open blue water crossing and narrow winding channels through Everglades National Park. We ran some legs at a fuel efficient 38-40 knots, and others at average speeds of 50+ knots to make fuel and customs stops on time. Overall it was an easy one day trip.

I can honestly say after that one ride that this is the best riding boat I have been in. In considering only speed and efficiency there may be comparable vessels but nothing approaches even close in terms of the Silurian 1080's ability to track true and reliably in virtually all sea conditions. When traveling 50+ knts with others aboard in a 1m sea, you would normally see me constantly feathering throttle, adjusting tabs, and jockeying the wheel, particularly in some of the large stern quartering seas we ran through (1.8-2m), none of that was necessary. Once adjusting the running attitude, you simply can set the throttle and run it. Something I can't say I have experienced in an outboard powered vessel.

We negotiated some very shallow, winding channels while taking a shortcut through Florida Bay and Everglades National Park. This is a route in my home waters that is not really meant for a vessel of this size. Handling the shallow switchbacks and narrow mangrove channels was not a question. She is incredibly nimble and will make a 180 degree turn at speed without catching a chine and tossing us all about. More importantly, handling in these tight quarters was very predictable. There was not a particular speed or attitude that proved to be an issue.

Testimonial from the Captain of Boats in the Bahamas, Iceland and (shortly) New York.

These two above are both very important to our situation. While it is no question for me to pilot a fast, nimble, but temperamental vessel through most conditions, we often have less experienced folks behind the wheel. I feel comfortable having our principal owner behind the wheel with his family on this vessel. I would not feel that way with some of the other vessels that were in the running for these purchases. I would also throw in that this is an incredibly nimble vessel in tight quarters as well, and in the hands of a novice to intermediate boater, can be moored anywhere without stress or headache. Again, not common in a vessel of this speed and sea-keeping ability.

Delivery two came to Reykjavik, Iceland. Destined for our lodge in the North at Deplar Farm. I spent a good deal of time and logged a few hundred nautical miles in the far North Atlantic, making it up into the Arctic Circle on occasion to enjoy a remote lunch. I even spent some time crossing a Fjord in Olafsvik in a 3m confused sea. At no time was there a concern as to the Silurian's ability to confidently and safely negotiate these conditions.

Having logged about 1000 NM in remote open water aboard these two vessels in the last couple months, I could not be more happy with the performance, handling, or finish work. With 8 people aboard we have no problem reaching speeds of 55 knts with the F300 Yamahas. A comfortable cruise in the mid to upper 40s is easily attainable at all loads.

I could pontificate for hours (or pages) on the individual handling characteristics of this vessel vs. others I have put through the same paces. Without going into that kind of detail I can sum it up with this: I am conservative kind of guy, pushing the limit for operational purposes, but seldom pushing them just for fun. The handling and performance of the Silurian 1080 inspires the kind of confidence that has lead the way to enjoy driving the boat just to play in the North Atlantic, Bahamas, Florida, and wherever else they may see service. Even with thousands of days at sea between those of us who have spent time aboard these vessels, its hard not to catch everyone onboard with an ear-to-ear grin just soaking it in. You don't find that often being the case in this business.

Thanks also for the stellar after-sale support and time you have spent making sure we are happy with every aspect of these vessels. I look forward to the upcoming delivery of Silurian 1080 #3, I'm sure it will not stop there!

THE SUPERYACHT OF CHASEBOATS

You need a chase boat to excel at everything.
That's why you need a Scorpion.



HEAD OFFICE:

Scorpion RIBs Ltd

Unit 210, Ricardo Way,
Ampress Park, Lymington, SO41 8JU
T: +44 (0)1590 677080
E: sales@scorpionribs.com
www.scorpionribs.com

