

BESPOKE RIB



THERE ARE RIBS, AND THERE ARE RIBS, AND THEN THERE IS RIBCO. THIS IS A LAMBO ON THE WATER. A BOAT FOR PEOPLE THAT WANT HIGH PERFORMANCE, OPULENCE AND WITH CAPABILITY AT SPEED. THE VENOM 44 TAKES LUXURY RIBS TO A WHOLE NEW LEVEL.



1050hp and ready
to crack better than
60 knots.

BOAT REVIEW RIBCO VENOM 44



That's a lot of boat.

Being a boat that offers a custom build, the seating layout is very much owner driven

When I first saw the Ribco Venom 44 at SIBS, I knew I had to learn more about it. Built in Greece, Ribco wasn't a name I knew well, but my first impressions were nothing short of amazing. I have seen a lot of RIBs over the years, and nothing comes close to the Venom 44 in the ultimate luxury stakes.

Ribco has not built a big RIB to cater to the commercial market where practicality is more important than looks and presentation, they have gone straight to the top end and every aspect. From fit and finish to style and performance everything is exceptional.

Have you ever seen a RIB that comes standard with a Nespresso coffee machine? Just one of the features

that put the Venom 44 on a different level. Attention to detail is evident right throughout the boat, but that also comes with an appropriate price tag. The Venom 44 carries a price tag from \$AU680,000 and it climbs from there depending on options and the power package.

Unfortunately, when I did get to run the Venom 44 some months after SIBS, Sydney was experiencing one of those exceptionally wet blustery days, and so we revised our plans to head out of Sydney Heads and up the coast to Pittwater for lunch. That's the only downside of a centre console, you don't have the overall protection when the weather turns nasty. Driving rain isn't much fun even hunkered in behind the wide one-piece screen and although we started with the side clears up, at about 40 knots they





couldn't handle the buffeting. Below that they were fine and did offer plenty of protection.

As I was keen to see what the Venom 44 would do with the throttles smashed hard down, we took off the clears and between rain squalls went hammer down on the calm Sydney Harbour. What a fantastic ride from the triple stepped Lorne Campbell designed hull. Surefooted and predictable with a feeling of control even in the tightest turns. Acceleration from idle to maximum rpm was impressive for a boat this size, and once you get to a high speed, it is an easy boat to drive. The bow attitude remains reasonably constant, so your visibility is not impeded.

Smooth, dry (when it's not raining) and capable of higher average speeds on heavy weather than a lot of boats in its class.

ULTIMATE POWER

The Venom 44 is available in either triple 350-400hp outboards or twin 400-500hp sterndrives and whatever your choice the result is a 60-65 knot performance. Our test boat was running triple Mercury 350 Verados, which returned a top speed of 62-63 knots @ 6250rpm - full a fuel load - and a range of just over 200 nm. However, as you would expect fuel consumption is up there at top rpm, but there is a huge difference when you bring the throttles back and cruise at a more conservative speed. At 4000 rpm @ 38 knots/126 lph, the range increases to 344 nm, and at 3500 rpm @ 31 knots/97 lph, it's even better at 465 nm. Considering you have 1050hp on the transom, I find that very reasonable.

The significant difference between the inboard and outboard versions are two-fold; the engine room of the inboard model transforms into a cabin for the outboard configuration and the inboard set up allows for a full-width boarding platform. The rest of the boat remains the same.



DOUBLE CABIN

In the open version the deck is very spacious, but at the same time, there are two cabins for two persons for accommodation. While it's probably a bit of a stretch to call this a true weekender, there are overnight concessions such as the fore and aft accommodation spaces. Hidden under the aft sun lounge is a surprisingly large cabin, which is accessed by opening the rear hatch. With weatherproof privacy curtains all around it can be kept dry and warm if you do plan to overnight. Cosy to say the least. It comes complete with lighting, power, USB port and a full-width berth. Forward is a similar arrangement under the teak foredeck. Hidden inside the very large console is a full stand-up shower and head to complete that weekender status.

Being a boat that offers a custom build, the seating layout is very much owner driven. In our boat, we had seating for at least 10-12 people, which is probably what you're going to need when your mates find out you have a Venom 44. Aft there is a pair of double bin seats split in the centre with access to the sun pad

Clockwise:
There's even accommodation in the large console.

First RIB I have been on with an Nespresso machine built-in to the seat base.

The teak boarding platform even has a docking winch.

Nothing looks faster than a brace of gauges across the dash.

Twin aft facing seats at the rear of the central helm have storage lockers beneath.

BOAT REVIEW

RIBCO

VENOM 44

The Venom 44 carries a 3.52m beam.

The anchoring system is all through-hull.



SPECIFICATIONS

Boat Design Name:	Venom 44
Year Launched:	2019
Builder:	Ribco Marine
Designer:	Lorne Campbell
LOA:	13.15m
LOH:	12.10m
Beam:	3.52m
Beam Hull Only:	2.50m
Displ (Dry):	4,200kg
Max Speed:	62 knots
Construction:	GRP Composite hull / Orca Hypalon tubes
Fuel Cap:	1140 litres
Water Cap:	200 litres
Engines Make:	3 x Mercury 350hp.
Propellers:	Revolution 4 23"
Power Options:	Outboard or Sterndrive
Anchor Winch:	Maxwell
MFD:	Raymarine
Entertainment:	Fusion 650
Price of Boat from:	\$AU680,000
Contact:	Ribco Australia, Ph +61 439 766 880 sales@ribcomarine.com.au www.ribcomarine.com.au

FUEL & PERFORMANCE DATA

Fuel capacity: 1140 litres

RPM	Knots	L/h	L/NM	Range (NM)
1000	6.0	19	3.200	320
2000	10.0	57	5.700	180
2500	15.0	72	4.800	210
3000	22.0	79	3.600	280
3500	31.0	97	3.200	320
4000	38.0	126	3.400	300
4500	44.0	146	3.400	300
5000	50.0	189	3.800	270
5500	55.0	257	4.700	210
6000	61.0	345	5.700	180
6100	62.0	345	5.600	180



and twin aft facing seats at the rear of the central helm and console. Under the super stylish hardtop, there is a pair of helm seats and a rear bench seat. The helm seats have a drop base plus bolster so you can be in the standing or seated position to drive, and the rear seats lift to reveal a sink unit and fridge. Plus, I can't forget the Nespresso which pops out the side. Very cool!

The next Venom 44 will be totally different with eight individual seats set up in three rows under the T-Top hardtop with fixed windscreen and wipers.

Nothing looks faster than a brace of gauges across the dash, and when you have triple outboards, there's plenty. The Venom 44 console is impressive, with a Raymarine 15" MFD, Mercury Smartcraft display, Raymarine VHF, Fusion Apollo stereo and C-Zone all mounted below the nine instrument cluster. It was interesting to find the boat set up with a left-hand helm, which as a right-handed person I found a more natural set up when using things like the throttles, switches and Fusion head deck.

The Venom 44 has a through bow anchoring system, so the forward teak decks are clean and uncluttered. The teak is carried through on all the deck and the walkway to the transom boarding platform. There is generous walkways either side of the central console.

SUMMARY

The Venom 44 is not just a tender or day boat, you can stay overnight. While it is not as conventional as I am used to, I understand the concept and it works. In fact, the Venom 44 is Ribco's most popular model, and there is also a full cabin console model which takes the overnight attribute one step further. ⚙️

Venom 44



OFFSHORE IS IN OUR BLOOD

BUT PERFECTION IS OUR PASSION



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